Gazette of the United States, & Philadelphia Daily Advertiser.

By JOHN FENNO, N°. 119 Cheſnut Street.

NUMBER 1480.] PHILADELPHIA: TUESDAY EVENING, JUNE 6, 1797. [VOLUME XI.

Advertiſement.

PURSUANT *to an Order from the Orphans' Court, will be ſold at PUBLIC SALE, at Cranberry, on Wedneſday, the 14th day of June next, all that valuable REAL ESTATE, late belonging to the Rev. Gilbert T. Snowden, deceſed, lying in and near Cranberry, in the county of Middleſex, townſhip of South Brunſwick, ſtate of New Jerſey, upon the lower ſtage road leading from Philadelphia to New York. A very elegant frame houſe in a beautiful and healthy ſituation, painted white, with Venetian window-ſhutters, thirty feet front and thirty-eight feet deep, two rooms with a handſome hall or entry on the firſt floor, three rooms on the ſecond floor and two well-finiſhed garrets. In the rear of the houſe is an excellent two-ſtory building conſiſting of a dining-room for work people, ſpacious pantries and a large kitchen, with every convenience, and over theſe are three chambers for ſervants. To the right is an additional building conſiſting of a chamber below and a library above—under the whole are very fine cellars paved with brick. The houſe is entirely new and finiſhed with taſte. Every room is hung with bells that lead both to the kitchen and the ſervants' apartments: there is a pump in the yard; and a ſtone and brick pavement round the whole houſe, which is encloſed with a handſome railing, with three gates in front. The farm conſiſts of one hundred and ſixty ſeven acres, with a proportion of woodland and meadow, under excellent fence; a garden with pale fence; a large barn, ſtables, carriage-houſe, cow-houſes, &c. all new, and built in the beſt manner: with a young orchard of 200 grafted trees. Nearly adjoining ſaid farm is a lot of Woodland of the beſt quality, containing 37 acres. Alſo a tract of land within ſeven miles of Cranberry, containing one hundred and fifty acres, three-fourths meadow and the reſt excellent timber. This will be ſold in lots or together, as will beſt ſuit the purchaſers.*

The payments, one third caſh—one third in one year—and the remaining third, one year following, with intereſt on the two laſt payments, and approved ſecurity.

For further particulars enquire of Nathaniel Hunt, Eſq. or Dr. Ralph Lott, Cranberry; of Iſaac Snowden, at Princeton; or of Iſaac Snowden, Jun. No. 141 South Second ſtreet, Philadelphia.

May 25 §6mwſtS

To be ſold cheap,

To cloſe an adventure,

7 Bales Baftas
2 ditto Coſſas

Apply at the Store of

Mordecai Lewis.

May 16 eo2w

City of Waſhington.

SCHEME

Of the Lottery, No. II,

For the Improvement of the Federal City.

A magnificent dwelling-houſe 20,000 dollars, & caſh 30,000, are	50,000
1 ditto 15,000 & caſh 25,000	40,000
1 ditto 15,000 & caſh 15,000	30,000
1 ditto 10,000 & caſh 10,000	20,000
1 ditto 5,000 & caſh 5,000	10,000
1 ditto 5,000 & caſh 5,000	10,000
1 caſh prize of	10,000
2 do. 5,000 each, are	10,000
10 do. 1,000	10,000
20 do. 500	10,000
100 do. 100	10,000
200 do. 50	10,000
400 do. 25	10,000
1,000 do. 20	20,000
15,000 do. 10	150,000
16,739 Prizes.	
33,261 Blanks.	
50,000 Tickets, at Eight Dollars,	400,000

N. B. To favour thoſe who may take a quantity of Tickets, the prize of 40,000 dollars will be the LAST drawn ticket, and the 30,000 the LAST but ONE:

And approved notes, ſecuring payment in either money or prizes, in ten days after drawing, will be received for any number not leſs than 30 tickets.

This Lottery will afford an elegant ſpecimen of the private buildings to be erected in the City of Waſhington—Two beautiful deſigns are already ſelected for the entire fronts on two of the public ſquares; from theſe drawings it is propoſed to erect two centre and four corner buildings, as ſoon as poſſible after this lottery is ſold, and to convey them, when complete, to the fortunate adventurers, in the manner deſcribed in the ſcheme for the Hotel Lottery. A nett deduction of five per cent. will be made to defray the neceſſary expenſes of printing, &c. and the ſurplus will be made a part of the fund intended for the National Univerſity, to be erected within the city of Waſhington.

The real ſecurities given for the payment of the Prizes, are held by the Preſident and two Directors of the Bank of Columbia, and are valued at more than half the amount of the lottery.

SAMUEL BLODGET.

§. Tickets may be had at the Bank of Columbia; of James Weſt & Co. Baltimore; of Peter Gilman, Boſton; of John Hopkins, Richmond; and of Richard Wells, Cooper's Ferry.

mwf

Notice.

ALL perſons indebted to the Eſtate of SARAH MARSHALL, deceaſed, are requeſted to make immediate payment, and thoſe that have demands againſt ſaid eſtate, are deſired to bring in their accounts properly atteſted for ſettlement, to either of the ſubſcribers.

CHRISTOPHER MARSHALL, Jr.
CASPAR W. HAINES,
ABRAHAM M. GARRIGUES,
Adminiſtrators to the Eſtate of Sarah Marſhall, deceaſed.

June 3 2aw3w

Pennſylvania Population Company.

NOTICE is hereby given to the Share Holders, that a further aſſeſſment of NINE DOLLARS is levied on each ſhare, payable as follows, viz.

Six Dollars immediately, and
Three Dollars on the 1ſt of July next.

Which they are requeſted to pay to the Treaſurer of the Company, at the Company's Office, No. 53, North Fourth-ſtreet, agreeably to the times above mentioned; and they are further informed, that on their neglecting to pa the ſame as above directed, the ſeveral forfeitures will be exacted.

By order of the Board,
SOL. MARACHE, Treaſurer.

May 27. d3ot

Delaware and Schuylkill Canal Company,

May 1ſt, 1797.

THE STOCKHOLDERS

WHO are in arrears for any ſums due on their reſpective ſhares, are requeſted to pay the ſame.

WILLIAM GOVETT, Treaſurer.

10 m4w

For Sale or Charter,

THE SHIP

WARREN,

Benjamin Church, Maſter.

Of about 280 tons burthen. Enquire of

Jeſſe & Robert Waln.

May 26 §

For Hamburgh,

THE SHIP

AERIAL,

John Tarris, maſter.

A GREAT part of her cargo is engaged, and ſhe will ſail in ten days. For freight or paſſage apply to capt. Tarris, at Willings & Francis' wharf, or to *GURNEY & SMITH.*

May 25 §

For London,

THE SHIP

WILLIAM PENN,

JAMES JOSIAH, Maſter.

WILL ſail with all convenient ſpeed. For freight or paſſage apply to

Jeſſe & Robert Waln.

May 19 §

For Freight or Charter,

To any part of Europe,

The Swediſh Ship

Alexander Magnus,

Capt. CARL G. EHSMAN,

ABOUT 350 tons burthen, in this port; and alſo the Daniſh Ship FREDERICK JULIUS KAUS, of 450 tons, now lying in Hampton Roads.

Apply to JOHN VAUGHAN.

May 26. tuthſ6t

For Sale,

The cargo of the brig Enterprize, Captain Langdon from Bourdeaux, now landing at Morton's wharf,

CONSITING OF

524 hhds. of Claret
217 caſes of ditto
100 caſes of Sweet Oil
110 pipes London proof } BRANDY.
10 pipes of Holland proof }
Entitled to drawback.

Apply to

Wharton & Lewis,

No. 115, South Front St.

Said Brig,

WILL take a FREIGHT for the Weſt-Indies or Europe, ſails faſt, burthen about fifteen hundred barrels, is in complete order, and will be ready to receive a cargo in a few days

Apply as above.

May 24 §

Millinery Room,

No. 136 Market-ſtreet.

MISS CHRYSTAL

TAKES an early opportunity of acquainting her Friends that ſhe has received by the WILLIAM PENN, a variety of NEW MILLINERY, &c. which ſhe hopes to be able to ſhew them in a few days.

May 18 §3ot

The Commiſſioners

FOR carrying into effect the TWENTY-FIRST Article of the Treaty of Friendſhip, Limits, and Navigation, between His Catholic Majeſty and the United States of America, hereby give information to all Perſons therein concerned,—That, in order to terminate all differences, on account of the loſſes ſuſtained by the Citizens of the United States, in conſequence of their Veſſels and Cargoes having been taken by the Subjects of His Catholic Majeſty, during the late War between Spain and France, that they are ready to receive (at their Office, between the hours of ten and one o'clock, daily) all complaints and applications, authorized by the ſaid Article, during EIGHTEEN MONTHS from the day of the date hereof, and that they have power to examine all ſuch perſons as come before them, on oath or affirmation, touching the complaints in queſtion, and alſo to receive in evidence, all written teſtimony, authenticated in ſuch manner as they ſhall think proper to require or admit.

By Order of the Commiſſioners,
PETER LOHRA,
Secretary.

Commiſſioners Office, No. 109, Mulberry-ſtreet, Philadelphia, May 17th, 1797.

20—§4w

To be Sold,

A large and convenient

Three Story Brick Houſe;

SITUATE at the north-eaſt corner of Arch and Fourth-ſtreets. It contains eighteen rooms—and is in every reſpect well finiſhed. For particulars enquire of

M. Keppele,

No. 138, Cheſnut-ſtreet.

May 31. §

Maurice Moynihan,

No. 81, North Second ſtreet,

A few doors above Arch-ſtreet,

INFORMS his friends and the public, that he has for wholeſale or retail, on the loweſt terms, a general aſſortment of Queen's Ware, gilt and cut tumblers, plain and flowered quart, pint, half pint, gill and half gill do. exact meaſures, decanters and wine glaſſes; gallon, half gallon, quart and pint bowls, and china in ſets and ſeparate; pocket bottles: Schuylkill and Jerſey country quart and half gallon bottles; Dry Goods, &c. &c.

N. B. Crates put up with care at the ſhorteſt notice.

May 11 dtf

For Sale,

By Samuel Breck, jun. at his Compting-houſe, No. 89, South Third-ſtreet,

A quantity of the beſt

Boſton meſs Beef in whole and half barrels. fit for ſhip's uſe
Do. Pork do.
A quantity of Sherry Wine
A few Pipes Oil Proof Brandy, juſt landed from Bordeaux
Chocolate in Boxes
Rice, Cotton, Caſtile Soap, and
Four or five Bales large Orange Peels, &c.

May 27. eo6t

COLUMBIA HOUSE

Boarding School for young Ladies.

MRS. GROOMBRIDGE with much pleaſure and reſpect, returns her ſincere acknowledgement for the liberal encouragement ſhe has received during four years reſidence in Philadelphia; and aſſures her friends and the public, ſo far from intending to decline her ſchool, ſhe has made a ſuperior arrangement for the more convenient accommodation of her ſcholars.—Every branch of uſeful and polite education is particularly attended to by Mrs. Groombridge and maſters excelling in their reſpective profeſſions.

Corner of Spruce and Eleventh Streets.

June 5th, 1797. §1mſtf

The ſituation is perfectly healthy; and made more agreeable by an extenſive garden and lot of ground adjoining the houſe.

Houſhold Furniture.

NOW ſelling by private ſale, No. 17 Dock-ſtreet—conſiſting of chairs, tables, looking-glaſſes, bureaus, hand and fire irons, bedſteads, feather-beds, carpets, bedding, window curtains, bed and table linen, kitchen furniture, &c. The whole in good order, and has only been a few months in uſe.

The ſale to continue daily 'till the whole is ſold.

June 2 §

A Quantity of Brandy,

FIRST & 2d proof,
Gin, of 4th proof, in pipes
Jamaica Spirits, 4th proof, in Hhds
Old Hock, in caſes of 40 dozen each
Glaſs Tumblers, in pints and half-pints
Window Glaſs, in boxes, of different ſizes
Hazlenuts, in facks
Whiting }
Copperas } in hhds
White Lead }
& Spaniſh Brown }

For Sale by
PETER BLIGHT.

January 4 §.

To be Sold at Public Vendue,

At the Merchants' Coffee houſe, in Philadelphia, on the 15th day of June, at 8 o'clock in the evening, if not before diſpoſed of at private ſale,

40,931 1-2 acres of land, on the

waters of Wheeling and Fiſhing creeks, in Waſhington county, Pennſylvania. The ſoil is remarkably fertile; and beſides a large body of meadow, there are conſiderable improvements on the premiſes. Theſe lands were patented in 1787. On payment of part of the purchaſe money, a reaſonable credit will be given for the reſidue. Enquire of the printer.

May 15. §tS

Poſt-Office, 23d May, 1797.

THE Mail for Baltimore will be cloſed at this office every morning (Sundays excepted) at half paſt 7 o'clock.

The Mail for Boſton will be cloſed every day (Sundays excepted) at 12 o'clock noon; and

The Mail for Frederica, Milford, Clowes, Dagſborough, Delaware, Horntown, Accomack Court-Houſe and Northampton Court-Houſe, Virginia, will be cloſed every Monday morning at half paſt 7 o'clock.

May 23. *12t

Pennſylvania Population Company.

NOTICE is hereby given to the Shareholders, that a further aſſeſſment of fifteen dollars is levied on each ſhare, payable in the following inſtalments—viz.

One quarter immediately.
One quarter on the 1ſt of June.
One quarter on the 1ſt September.
One quarter on the 1ſt Dec. next.

Which they are requeſted to pay to the Treaſurer of the Company at the Company's Office, No. 53 north Fourth ſtreet, agreeably to the times above mentioned; and they are further informed that on their neglecting to pay the ſame as above directed, the ſeveral forfeitures directed by the Conſtitution, willl be exacted.

By order of the Board,
SOL. MARACHE,
Treaſurer.

May 15 §1m

St. Andrew's Society.

AT a quarterly meeting of the St. Andrew's Society, held at the Golden Swan, laſt evening, the following gentlemen were unanimouſly elected members thereof:

Lord Henry Stewart,
The Honorable Thomas M'Donald,
Mr. William Alexander,
Capt. Duncan Roſe,
Mr. James Thorbur,
Mr. James Stuart, jun.
Mr. William Gardner,
Mr. Samuel Campbell, of N. Y.

The treaſurer, Mr. Shields, preſented to the meeting the ſtatement of the funds of the ſociety; whereupon, it was

Reſolved, that he be requeſted to continue his ſtrenuous exertions to collect in the arrears due to the poor fund, and to make report of his ſucceſs thereon at the next quarterly meeting.

Richard Lake, Secretary.

June 1. 3P

Roſs & Simſon,

Have for Sale,

A QUANTITY OF PRIME

St. Domingo Cotton,
Superior Old Liſbon Wine in Pipes
Excellent India Market
Teneriffe Wine,
In Madeira Caſks
A few Quarter Cheſts beſt
Freſh Hyſon and } TEAS
Hyſon Skin }
Muſcovado Sugars in Hogſheads, and Coffee in Tierces

March 7. ||tf

Juſt Received,

From Batavia (via Providence)
170 Sacks of Java Coffee of firſt quality
200 half facks do. do.
A few Boxes of Spices, conſiſting of Nutmegs, Cloves and mace

For ſale by
WILLINGS & FRANCIS,
Penn-ſtreet.

May 30 dtf

Grattan and Comp.

REſpectfully inform their friends, that they have imported from London per the ſhip Star, a large aſſortment of

PERFUMERY,

Which is now opened for ſale at their Houſe, No. 192 Market-ſtreet.

Alſo, a new aſſortment of ready-made gentlemen's linen, ſhirts from 2 dollars each to 8 dollars, &c. &c. &c.

Ladies and gentlemen are accommodated with board and lodging at ten Dollars each.

Thoſe Gentlemen who have their own private lodgings, may be accommodated with dinner only, by the week or month.

June 5 6t

Erſkine's View of the War.

JUST PUBLISHED,

By ROBERT CAMPBELL & Co.
No. 40 South Second ſtreet,
[Price 31 Cents]

A View of the Cauſes and Conſequences of the preſent War with France.

By the Honorable THOMAS ERSKINE.

May 15 §

The ſubſcribers, have for ſale, the following Goods, viz:

OLD Madeira Wine, in pipes.
Port do. in pipes, hogſheads & qr. caſks.
Malaga do. in hogſheads and qr. caſks.
Sherry do. in quarter caſks.
Claret do. of excellent quality, in bottles.
Ruſſia Duck.
Do. Diaper and Huckaback.
Coarſe Toweling.
Iſing Glaſs, firſt ſort.
Ruſſia white Soap, cut in ſmall bars.
Mould Candles, in boxes of 60lb weight.
London Porter, in bottles.
100 barrels of good beef.
A wrought-iron Book Caſe.

PHILIPS, CRAMOND & Co.

Philadelphia, 2d June, 1797. d.

Juſt Arrived,

In the ſchooner Dove, Captain Paul, from St Thomas, and for ſale by the ſubſcriber.

Muſcovado Sugar in hhds. tierces and barrels.
St. Croix Rum in hhds.
And Laguira hides.

ALSO ON HAND,

Imperial, Hyſon, and Hyſon Skin Teas.	Sherry and Malaga Wines.
Yellow Nankeens.	Holland Gin in pipes.
Canton Cloth.	Do. Cheeſe.
Luteſtrings.	Do. Glaſs ware.
Silk Hankerchiefs.	China Ware.
Sewing Silk.	Window Blinds.
Cotton in bales.	Rheubarb.
Peruvian Bark.	Quickſilver, &c.

JOSEPH SIMS.

May 22d. d14t.

For Sale,

ON board the ſhip MOLLY, John Froſt, maſter from Liverpool, laying at Walnut-ſtreet wharf

6000 buſhels of fine ſtoved Salt,

And QUEEN'S WARE, well aſſorted,

By PHILIP NICKLIN & Co.

WHO HAVE IN STORE, ALSO FOR SALE,

100 Boxes White Havanna Sugars
Imperial and } TEAS
Hyſon }
17 tubs Quickſilver
2 cheſts Bandanno Handkerchiefs
A few cheſts Mancheſter Goods well aſſorted in corduroys, thickſets, ginghams, muſlinets, dimities, &c. 2 Trunks black ſewing ſilk,
180 Crates queens ware, well aſſorted,
10 Tons ſheet lead,
Nails aſſorted, flat and ſharp points,
London particular and India market } Madeira Wine in pipes and hhds.
30 pipes, 10 hhds. Teneriffe Wine,
10 pipes choice Port ditto,
31 caſks yellow paint,
7 boxes 12 bundles writing ſlates,
1 box ink-ſtands & note preſſes,
Sail canvas aſſorted No. 1 à 8.

May 4. dtf

THE FOLLOWING VALUABLE

Tracts of Land,

IN the county of Glynn and ſtate of Georgia, will be ſold by public ſale, at eight o'clock on the evening of Tueſday the 27th day of June next, at the Merchants Coffee-Houſe in this city, unleſs previouſly diſpoſed of by private ſale.

1ſt. 7000 acres on St. Simons Sound at the confluence of Frederica and Turtle rivers, adjoining the commons of the town of Brunſwick, originally granted to John Howell, and within 6 miles of the Atlantic ocean.

2d. 25,000 acres on the head waters of a branch of the great Sattilla, originally granted to Ferdinand O'Neal.

3d. 50,000 acres on the waters of the little Satilla river, and of Buffaloe and Alexanders Creeks; the great Satilla road paſſes through theſe lands, which were originally granted to Ferdinand O'Neal.

4th. 50,000 acres on the great Satilla river, which are alſo interſected by a branch of the little Satilla, and were originally granted to Thomas Spalding.

It appears by authentic certificates from Thomas Davis, ſurveyor, and from Major Hopkins now reſiding in Philadelphia, that the body of theſe lands are not thirty miles from the ocean, and principally within tide water; that the Alatamaha is navigable for boats and rafts two hundred miles above, and for large veſſels within ten miles of them; that they are chiefly firſt rate pine lands, producing timber equal in quality to any in the ſtate of Georgia, poſſeſſing the ſame advantages of navigation. The abovementioned certificates, together with the patents, drafts, and other papers reſpecting the title, which is complete and unincumbered, are in the poſſeſſion of the ſubſcribers and may be ſeen by applying to Benjamin R. Morgan, at No. 5, South 4th Street. The terms of payment will be one third caſh, the remaining two thirds in good negotiable endorſ'd notes, payable in three and ſix months after the ſale; a conveyance to be made to each purchaſer on the payment of that moiety of the notes received from him which becomes firſt due.

THOMAS FITZSIMONS,
JEREMIAH PARKER,
BENJAMIN R. MORGAN.

Philadelphia, May 31, 1797. eodtf.

Dutch Gunpowder.

A quantity of the beſt Dutch Gunpowder for ſale by Samuel Breck, jun. No. 89, ſouth Third-ſtreet.

May 27. co6t

The Subſcriber,

Determined to retire from buſineſs, invites all who have any note, bill, bond or acceptance of his, now due, to call for payment; and thoſe who wiſh to anticipate may receive the money at a reaſonable diſcount.

JAMES SWAN.

May 22. d2w.

Dorcheſter, near Boſton, 16th May 1797

Richard Bayley & Co.

Late JOHN WHITESIDES & Co.

No. 136 Market-ſtreet,

HAVE received per the ſhips William Penn and Star from London, a large and faſhionable aſſortment of the following articles: viz.

Chintzes, and printed Cottons, of the neweſt patterns
Furniture Dimities and Chintzes
Ginghams, plain and figured,
Muſlins, printed and embroider'd
Do. tambour'd, plain, check and ſtrip'd
Do. tamboured, of a very ſuperior quality
Fine Book, Jaconet and Decca Handkerchiefs
Dimities and muſlinets
Damaſk table-linen, in ſetts and in the piece
Diaper ditto in Cloths and in ditto
Holland and Ruſſia Sheetings
Loop'd Hollands and Iriſh Linens
Long Lawns and Cambrics
Sattins and Silks, plain and figured
Ribbons and Gloves
Crapes and Gauzes
Straw, Chip, and Paper Hats and Bonnets, new ſhapes
Fancy trimmings, &c.
With a variety of articles in the Linen-Drapery and Haberdaſhery line.

May 22 §2ot

NOW LANDING,

From on board of the ſhip GEORGE BARCLAY, Capt. CHARLES M'ALESTER, from Calcutta, the following GOODS, viz.

Coſſas	Punjum Cloths
Hummums	Gurrahs
Guzeenahs	India Calicoes
Emerties	Cotton Checks
Mamoodies	Mulmuls
Sahans	Red and Blue Bernagou hkfs
Tickeries	Patna do.
Jollas	Santipore do.
Carridarries	Plain, ſtriped and flowered fine muſlins
Maragunges	Ginghams
Baftas, various ſorts	Taffeties
Sattin Romals	Bandanno red hks.

ALSO,

300 Caſks Sugar
40 Boxes do.
165 Bags do.
70,000 lb. weight heavy black Pepper
40,000 lb. weight Ginger
20 Tons Hemp in Bales
9 Pipes Eaſt-India Spirits

For ſale by PHILIPS, CRAMOND & Co.

May 4. dtf

Venereal Complaints,

PUNCTUALLY attended to in every ſtage of that diſeaſe, without the uſe of mercury or reſtraint of diet, in any caſe recent and ſimple, on application at No. 113, Cheſnut-ſtreet, oppoſite the United States bank, or at No. 170, South Water-ſtreet, between Spruce and Pine-ſtreets, where he has opened an office for the better accommodation of his patients.

But in Lues Venerea confirmed, Doctor Morgan pledges himſelf, that no ſyſtem of cure (however ſpecious) can be effectual without mercury, and that all the known rules of practice for theſe two centuries paſt, and united experience affirms, that any ſubſtitute for it is but nugatory, and any mode of practice to the contrary muſt be futile and deceptious.

Nevertheleſs, he undertakes, however complicated the caſe, to effect a cure without inconvenience or injury to the patient's conſtitution, and in time not generally experienced or expected.

N B. Regular attendance at the office in Water-ſtreet, from the hour of nine o'clock in the morning until one, and from three o'clock in the evening until ſeven; but any other time at his dwelling houſe, in Cheſnut-ſtreet.

May 16. dtf

Printed Calicoes.

JOHN MILLER, Jun. & Co.

No. 8 Cheſnut-Street,

Have for Sale

FIFTY TRUNKS neatly aſſorted, very low on ſhort credit.

March 6. §

Ezekiel Hall

HAS removed his Compting Room to Jones's Wharf, where he has for ſale

24 hogſheads Cod Fiſh.

A ſtore to let,

In Water-ſtreet, between Market and Arch-ſtreets.

May 29. 6p

TO BE SOLD,

A valuable three ſtory Brick Houſe;

SITUATE in Lodge alley, next to the bank of Pennſylvania, the lot on which it ſtands, together with the vacant lot adjoining, which extends to Goforth-ſtreet. The houſe is about 50 feet in front on Lodge alley, and about 42 feet in depth, the adjoining lot is about 96 feet front on Lodge alley, and 42 feet on Goforth-ſtreet, being a ſtreet which leads from Cheſnut-ſtreet and Carter's alley into Dock-ſtreet at the horſe market. The houſe conſiſts of ten lodging rooms, with ſix fire places, two dining rooms, one of them forty feet in length, the other about thirty-four feet, each containing two fire places, two parlours and a large kitchen, with extenſive cellars under, and garrets over the whole, a privilege of a vacant lot of ground to the eaſtward between this houſe and the bank, a pump of excellent water in the yard, a handſome piazza fronting the vacant lot, and a frame ſtable and dwelling houſe on Goforth-ſtreet. The premiſes now rent for £.318 per annum. To be ſold clear of all incumbrances.

For terms apply to *John Clement Stocker.*

April 20 3awtf

A Compting Houſe to let.

THE Compting Houſe formerly occupied by Mr. John E. Caldwell, on Roſs' wharf, will be vacant on 1ſt June—and for hire to any perſon who may apply for ſame. For terms enquire of the printer hereof.

May 31. eo6p

The Gazette.

PHILADELPHIA,

TUESDAY EVENING, JUNE 6.

BY A CORRESPONDENT.

ON THE IMPUDENT CALUMNIES AGAINST

MESSRS. *HARPER* AND *SMITH*,

In the enemy's Newſpapers

THAT VIRTUE's cauſe hath ſure ſucceeded well,
And her friends' efforts plac'd her foes in Hell;
Needs little penetration quick to tell,
By their loud howl, and dire Cerberean yell.

For the Gazette of the UNITED STATES.

FARMER GILES declared a few days ſince, "that *Genet* had no party in America to ſupport his meaſures, and that he was univerſally reprobated, except by *a few diſorderly perſons*." A queſtion ariſes who were the diſorderly perſons alluded to, and I think we may fairly conclude they were the members who compoſed the firſt *Jacobin Clubs* in this country, of which Mr. Genet was the founder and patron. Taking for granted that Mr. G's meaning was as ſuppoſed, it would be but fair to ſay who were the members of the ſocieties in queſtion; but as their meetings were always held *in private* and the names of *their patriots* in general concealed from the public, we can only have reference to what is contained in an extract from the minutes of *the firſt* or mother ſociety, dated 3d July 1793 and publiſhed by their friend Bache.

"Officers of the Democratic Society for the "city and county of Philadelphia."

D. RITTENHOUSE, Preſident.
Wm. COATS, } Vice-Preſidents.
C. BIDDLE, }
ALEX. JAMES DALLAS, } Committee of Coreſpondence.
MICHAEL LEIB, }
DAVID JACKSON, }
J. HUTCHINSON, }
J. D. SERGEANT. }
ISRAEL ISRAEL, Treaſurer.
P. St DUPONCEAU, } Secretaries.
JNO. PORTER, }

It has been ſaid that the *worthy repreſentative* from the city was admitted to the honors of the ſitting, and that his colleague from the county ſucceeded to the preſidential chair, but reſigned it in a pet to citizen Bache, becauſe a leading member, who, either from the want *of nerve*, or from having been diſappointed in *a flour contract*, did not chooſe to go all lengths on ſome queſtions which were agitated reſpecting the weſtern *inſurrection*.

A CITIZEN.

Philadelphia, June 5, 1797.

A letter from the Attorney-General of Ireland, to George Hardinge, Solicitor-General to the Queen.

Dublin, Jan. 16th, 1797.

MY DEAR FRIEND,

Your letter, deſiring the portraits of thoſe *you call* the *great men* of Ireland, was duly attended to previous to the arrival of the French fleet, on board which there are ſuppoſed to have been many experienced artiſts, who, without the aid of the ſculptor, would have *taken off* the *head* of any great man moſt expeditiouſly—however, as we were aware of their *ſharp* practices, we had prepared ſome *capital* performers, called *yeomen*—ſo as to have inſured the *engraving* of their whole army in caſe of landing. It is to be lamented that not a ſingle *head was ſtruck off*—particularly as the *firſt impreſſions* would have been ineſtimable. It would require a maſter's hand to give an adequate *picture* of Ireland on the late memorable occaſion. The ſubject is worthy of the moſt *lively colours*; and I truſt that *Iriſh colours* will never *fly*. We are all anxious for the Bridport ſquadron.

Your's truly.

Extract of a letter from Gibbon to Lord Sheffield, p. 605, dated 11th September, '83.

"The other day the French ambaſſador mentioned that the empreſs of Ruſſia (a precious—) had poſtponed to ratify the principles of the armed neutrality by a definitive treaty, but that the *French*, obliging creatures! had declared that *they would neither propoſe nor accept an article ſo diſagreeable to England*."

Gibbon was ſecretary of embaſſy at Paris. The above anecdote is a curious fact, and proves what dupes the Americans would have been to have *gone to war with England*, as the *French faction* have long wiſhed, *merely to compel England to ratify the principles of the armed neutrality, to pleaſe the French.*

Communication from Benjamin Shreve and James Lauraſon, merchants, Alexandria.

On Dr. PERKINS'S METALLIC INSTRUMENTS.

I have been a witneſs to an operation of Dr. Perkins's Metallic Points on my ſon, for the relief of epileptic fits. He has been ſubject to theſe fits for about eighteen months.

On the 23d day of the 4th month, he was ſeized with one, with entire loſs of reaſon—his hands ſo clenched together by ſpaſms, that the efforts of Mr. James Lauraſon, whoſe aſſiſtance I called in, and my own, could not open them. In this ſituation we applied Dr. Perkins's metallic inſtruments, one on each arm, from the elbow down to his hand, and, to our great ſurpriſe, his hands ſoon became perfectly lax, and opened with eaſe, and by continuing the operation on his head for a few minutes, he came to his reaſon and went to ſleep, ſince which he has had no more ſigns of them.

On all former attacks they have continued half the night, and from twelve to twenty in number. Bleeding and other experiments have been uſed, but he was never before relieved of them ſo immediately. I am confident the Points effected the cure.

Conceiving it the duty of every friend to human happineſs to encourage new and uſeful diſcoveries, I have ſtated the above.

BENJAMIN SHREVE.

The ſubſcriber was a witneſs to the above operation, and can teſtify to the facts as ſtated.

JAMES LAURASON.

Alexandria, 5th Month,
16th day, 1797.

AUTHENTIC AND INTERESTING.

Extract of a letter from Holland, February 23, 1797.

General Pinckney and his family have arrived here—on the other hand, Mr. Monroe has arrived in Paris, upon his return from his tour through this country. What was the cauſe of Mr. Pinckney's being ordered to leave France is yet unknown. But the conduct of the French government and its dependents, at the ſame time towards Mr. Monroe, and his conduct towards them, give ſerious uneaſineſs. The views and deſigns which theſe circumſtances ſeem to indicate, are of a nature ſo important to the conſtitution, and even union of our country, that I cannot but feel anxious to diſcover how far they really extend; and cannot but obſerve, with concern, the apparent concert, of an internal American party with the preſent government of France, to overthrow that of the United States.

You will doubtleſs, before this reaches you, be informed of official communications made to the American miniſter, from this government, in the courſe of the laſt Autumn, wherein they formally, without diſguiſe or heſitation, call upon the United States, to violate their treaty with Great-Britain, go to war with her, and make a *common cauſe* with the French and Batavian republics. Such, probably is ſtill the intention of the French Directory. But, as at preſent they totally deſpair of affecting their purpoſe by negociating with our executive government, they will probably turn all their efforts towards the Houſe of Repreſentatives. The act of June 5, 1794, againſt which Adet complains ſo indecently, expires with the preſent ſeſſion of Congreſs. This is the law of which Fauchet, in his diſpatch, No. 3, ſays, that Randolph told him, "a bill had paſſed the Houſe of Repreſentatives, which wounded liberty." An indiſputable proof of it is, the next clauſe of the diſpatch, which repreſents Randolph as adding, "They have at leaſt taken away the article, which prevents the ſale of the French prizes in our ports."—Fauchet, in his plaſtering certificate, pretends, that this paſſage of his No. 3, refers to a converſation which he had with Randolph, in April 1794, and that it related to the political diviſions in different parts of the United States, and a bill which gave the executive powers, that might be abuſed and wound liberty. The impudence with which this ſtory is told, when the clauſe about taking away the article relative to the ſale of prizes comes ſo immediately after, in the diſpatch, is not one of the leaſt curious particulars in the ſtrange publication of Randolph. The clauſe about the ſale of prizes was ſtruck out on the 2d of June, 1794, and Fauchet certifies that the converſation was the April before. In fact, from the internal evidence of Fauchet's diſpatch, compared with Adet's laſt note, it is clearly the 7th ſection of the act of June 5, 1794, which was ſo extremely obnoxious to Mr. Randolph, and at the ſame time is ſo to the French government. Under theſe circumſtances, the attempt to paſs an impoſition upon the public as to the object of the converſation, is itſelf deſerving of attention. Why was there any deſire of diſguiſe in this particular? Why but becauſe Mr. Randolph's conferences with Mr. Fauchet, upon ſubjects to which the ſame 7th ſection naturally leads the contemplation, were ſuch as it was judged unfit to diſcloſe. This 7th ſection is indeed an important thing, and I am not a little curious to ſee how it will be treated in the Houſe of Repreſentatives when the law is to be continued; that is, in the courſe of the preſent ſeſſion.

What expedition or enterpriſe there may be views of carrying on from the territories of the United States againſt the dominions of another ſovereign, I am not qualified to ſay. France is at this time not only at peace, but in cloſe alliance with Spain. But neither peace nor alliance are complete or effectual guards againſt projects of invaſion or revolution. There is no doubt but that the French, in their negociation for peace with Spain, endeavored long to obtain a ceſſion of Louiſiana, and have ſince the peace been equally ſolicitous to receive it in exchange for the part of St. Domingo, which was ceded to them.—You will obſerve both in one of the Paris papers which I have lately ſent, and in the Leyden Gazette, an article of news, publiſhed at Paris, as coming from Madrid, that an inevitable revolution is upon the point of taking place in Mexico; and that the people there will ſoon ſhake off the yoke of Spain. The pretence that this diſpoſition is fomented by the Engliſh may be true or falſe, the material object of obſervation is the paragraph itſelf, and the quarter from whence it comes. You beſt will know, whether I am merely fanciful in combining it with Genet's arrival at Charleſton, and his intended expedition at that period; together with the various other ſymptoms that have appeared down to a certain letter to colonel Thomas Fulham,* a North Carolinian, which I find in the American newſpapers of the laſt ſummer, and to the return of the ſame colonel Fulham to France, immediately after the ratification of the treaty with Great-Britain. The part of the Preſident's addreſs to the people, applying particularly to the inhabitants of our weſtern ſtates and territory, indicates the evidence of a plan advanced to a conſiderable maturity. An obſcure outline of a vaſt plan, calculated exactly for the French meridian, ſuitable at once to their ambition and their jealouſy, diſcovers itſelf in theſe various incidents. If this plan really exiſts in the extent, which may be rationally ſuſpected, the 7th ſection of the act of June 5, 1794, is a very important obſtacle to views for conducting expeditions againſt the territories of a foreign power, with which we are at peace.

But however, that may be, it is certain there is another plan, with the ſucceſs of which the other part of this ſection is totally incompatible; and that is, the plan for ſuſpending totally the commerce between the United States and Great-Britain. This deſign, which ever ſince the middle of laſt ſummer, there has been ſtrong and increaſing reaſon for ſuſpecting, is now in a manner openly avowed, notwithſtanding all the ambiguity which pervades all their official papers on the ſubject, and which indicates nothing more than the view of retreating from the ſyſtem, in caſe they ſhould find it impracticable, with a pretence that they never adopted it.

To carry it into effect, they have two different modes of proceeding: the one, by producing a war between us and Great Britain; the other by making a ſort of war upon us themſelves, and forcibly intercepting all our navigation to and from Britiſh ports; at leaſt as far as they can. But this 7th ſection is an impediment equally to both their proceſſes. It prevents them from carrying on a privateering trade by means of our own citizens, which would be altogether inconſiſtent with neutrality; and which, if not ſuppreſſed, would at once harraſs the commerce and provoke a ſtate of hoſtilities: and at the ſame time, it takes from them the means of intercepting forcibly the navigation to and from Britiſh ports, by depriving them of the means of keeping a line of privateers along the whole extent of our own coaſt, which ſhould be ready to meet every veſſel which they ſhould chooſe to ſtop, upon its entering into or iſſuing from the ſeveral ports. To them this is an eſſential object; for our navigation with Britiſh ports could not be forcibly interrupted, to a very material degree, but by arreſting the veſſels at the moment of departure or of arrival—This they cannot do in the European ſeas, becauſe the Britiſh naval ſuperiority keeps them generally clear, and a privateer or frigate ſeldom has a chance of picking up more than a ſingle veſſel or two, before it is itſelf taken. Neither can they do it upon the American coaſt, while they are prevented from fitting out their privateers in our own ports, and while our citizens find their property protected by the juriſdiction of our own tribunals. The conſequences, therefore, of an unrenewed expiration of this law, are, in every point of view, ſo momentous, that I conſider it as one of the principal purpoſes for which they are now undertaking to negociate with the Houſe of Repreſentatives againſt the Executive of the United States.

At preſent I am told here, that it is not deſired that we ſhould go to war with England; that it would not even be for the intereſt of France that we ſhould. I have converſed, repeatedly, with the perſons upon whom the principal executive functions for foreign affairs reſt, and have urged to them the obvious and inevitable conſequences to this country, of a war between the United States and either France or Great-Britain. Some of them, I have reaſon to believe, are alarmed. The merchants, the renters, have already perceived the effects of the mere proſpect, which is threatened; and I know that they are alarmed. The diſpoſition therefore here is right. I am even told that the French Directory will not purſue their ſyſtem to an abſolute rupture, and a *hint* has been given me, that Adet's powers will be renewed to diſcuſs the differences which have ariſen, or rather that the ſuſpenſion of his functions will be removed. But all this may be intended merely as a cloak to conceal deſigns of hoſtility, and prevent a ſtate of preparation to quarrel againſt them.

The meaſure of ordering Mr. Pinckney away, is ſo violent in its nature, that it is abſolutely neceſſary to conſider the Directory as determined upon proceeding to every extremity for the purpoſe of carrying their points in America. As it is unqueſtionable, that the ruin of our commerce and a war with Britain are involved in theſe points, I cannot ſuppoſe that the government of the United States will ſubmit; and I muſt therefore recur to an idea which I have heretofore ſuggeſted—that is, the importance of a cool, moderate and candid ſtatement to the world of the real ſituation of our differences with France. The notes of Adet, and moſt eſpecially the ſpeech of Barras to Mr. Monroe, when he delivered his letters of recal, ſtart pretenſions of ſuperiority on the part of France, and of *dependence* on that of the United States, which muſt be reſiſted and refuted. Inſtead of which, it is painful to ſay it, Mr. Monroe himſelf in his ſpeech gives them countenance and encouragement, by talking of generous aſſiſtance, which never was given, and which their own official documents have long ſince diſproved.

The papers publiſhed by the Britiſh government concerning the negociation of Lord Malmeſbury, ſerve in a great meaſure to ſhew the immediate ſyſtem of France. The diſſolution of the German Empire is avowed as one of the objects. This plan which was checked by the diſaſters of their armies on the Rhine, the laſt autumn, appears by the capture of Mantua, to be reſumed with new vigor. Italy ſeems to be ſecured to them beyond the reach of accident; the fate of the neutral ſtates in that quarter, is as miſerable as that of thoſe which are parties in the war. Florence, Venice, and Genoa, by turns are required to ſupply money and proviſions, no leſs than if they were in a ſtate of complete hoſtility; and no ſort of acquieſcence or ſubmiſſion can remove the danger that is continually threatened, of revolutionizing the governments, and turning them into new, one and indiviſible republics, allied and tributary to France.

A very large detachment from the Auſtrian army on the Rhine has marched into Italy, as likewiſe have conſiderable parts of the French armies; another ſtruggle is to take place in that quarter which in all probability will terminate like the former. The Auſtrian forces like thoſe of all the allied powers thro' this war, are apparently a formidable body; but a body rotten at the heart. Treachery pervades all their camps, or a languid indifference palſies every exertion. Yet it does not appear probable that the Emperor will yet make peace; becauſe upon every ſucceſs the French troops obtain, their government ſwells its political ſyſtem and by the time when Auſtria will be ready to ſacrifice the Netherlands, he will be required to conſent alſo to the eſtabliſhment of a republic formed upon his Italian dominions.

The troops which had been embarked for the expedition againſt Ireland, are coming to join the armies upon the Rhine, where it is now ſaid the French are to take again their offenſive poſition. I hear no more at preſent of the intention to ſend them again to ſea. The Directory ſome days ago requeſted the Legiſlative Aſſembly to place thirty three millions of livres at the diſpoſal of the miniſter of marine. I ſee they did allow him only twelve millions and an half; a ſum large enough to ſquander or throw away, but not competent for much elſe.

My letters from France intimate great expectations of an improvement in the Legiſlative Aſſembly, and a more favorable proſpect for peace after the new elections, which are to be compleated about the 20th of next month. I have not for my own part, the leaſt idea, that they will produce any material alteration.

They are ſtill debating the conſtitution here. It will probably take them a month or ſix weeks longer. A riot, or inſurrection in Frieſland has been ſuppreſſed, by killing and wounding about a dozen of the rioters.

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* The writer miſtakes the name—it is Fulton.

CONGRESS.

HOUSE OF REPRESENTATIVES,

THURSDAY, MAY 24.

(MR. GALLATIN'S SPEECH CONTINUED)

But a queſtion has been indirectly made by gentlemen, whether it is proper to offer to place France on the ſame footing with other nations; this queſtion had indeed been already ſo well anſwered, that there was little left for him to add; and it might be reſolved into the queſtion, what is the law of nations? Becauſe if there is a preciſe law of nations, that belongs to all, and muſt be mutual; this has been diſcuſſed in the merits of the armed neutrality, which whether it contained truly or not the fixed law of nations was accepted as that permanent law by America in the midſt of her Revolution, when it was above all other ſeaſons the leaſt her intereſt ſo to recognize it, and which, if there was a doubt, ſhe would have been juſtified in acting upon to her own ſalvation and benefit; in like manner the Treaty of 1778 was concluded; but the gentleman from S. Carolina (W. Smith) had inſiſted and the Secretary of State in his letter to Mr. Pinckney had endeavoured to argue,—that it was not meant to be permanent;—their arguments had been already ſo pointedly refuted by a gentleman from N. York (Mr. Livingſton) that he had to add only one concluſive fact; the gentleman had aſſerted that the armed neutrality had ceaſed to operate upon the termination of the war; now if it ſhould be found that one power had entered into that coalition and recognized the principles thereof as a permanent law, the gentleman's concluſions fell at once to the ground; the gentleman had argued that the convention of armed neutrality was not to be permanent, and the Secretary of State had ſupported or rather broached the ſame opinion—what does that document itſelf declare—"Theſe ſtipulations ſhall be further conſidered as *permanent*, and ſhall decide in *all matters* of commerce and navigation; and in ſhort, in *every caſe* where the rights of neutral nations are to be determined"—To this article he would only add this plain fact, which he found recorded in the hiſtory of the armed neutrality, which had been quoted by gentlemen, that in the year after the concluſion of the war, Portugal had formally acceded to that convention; its proviſions concern ſhipping, and we ſee a maritime power acceding to it in the tranquil moments of peace, and agreeing to it as the permanent law of nations; and it is upon our acceſſion to the principle while we were ourſelves at war, and when its acceptance was in oppoſition to our intereſt but conformable to our love of juſtice, and upon our ſubſequent recognition of it as well in the caſe of our Treaty with France as with others, that we are now bound to put France upon an equal footing with thoſe to whom we have ſince relinquiſhed the principle. He did not know any treaties of other nations in which the ſame principle had not been recognized, unleſs it was in an inſtance mentioned of Ruſſia having combined with England to do it away for the temporary end of ſtarving France into a ſurrender—or as was the faſhionable expreſſion, of blotting her out of the map of Europe; Denmark and Sweden indeed had in ſome meaſure given way to the neceſſity of the times by declaring that they would abide by none but generally received laws, and in this they no doubt acted with a prudence that could not be blamed; and it was right under a preſſure as urgent that the United States had purſued a correſponding conduct; and if right in theſe powers it could not be ſaid to be wrong only in the caſe of France, who being willing to maintain it, cannot find the other powers ready or able to render the ſupport mutual and general; but it had been ſaid that America was not bound by her Treaty with France, not to make this relinquiſhment to Britain; as a foreign nation unqueſtionably ſhe had a right to treat as ſhe pleaſed, and no other nation had a right to interfere in the acts of her ſovereignty; but was it right to acknowledge it in oppoſition to the law of nations, and to grant it without an equivalent from the only nation that had before denied that law; it ſhould have been the *ſine qua non* in our negociation with Britain, not of war, but a *ſine qua non* of negociation; it would have been our intereſt & our duty not to abandon the principle, even tho' our ſtrength did not allow us to ſupport the execution, and we ſhould have left paſt depredations to have been amicably compenſated, but aſſerted ſtrenuouſly our ſecurity for the future—this is a real effectual, and not ſuch a fictitious ſecurity as we have now obtained; the miſchiefs of an abandonment of the principle, is to us of immenſe magnitude.

On the contraband article, the gentleman from S. Carolina had found Vattel, who was every thing in all other caſes, completely void of authority, although Great Britain agrees with Vattel; but how is France to be contemned for her maintenance of the doctrine againſt Britain; the only way to obviate the difficulty is by placing her on the ſame footing as France in this reſpect, and ſpecially ſtipulating that the principle is not abandoned, but granted for a period co-exiſtent to each of the powers; this will be a leſſer evil, but there is little to be derived from either party, and when two powers are at war, when we are not able to enter into extenſive hoſtility, we had better incur a diſadvantage where there is no diſhonour, than inſiſt upon objects of ſubordinate value, which may be in more auſpicious times retrieved.

It had been ſaid, we ſhould not offer France an ultimatum; he had not heard one reaſon to ſhew the bad conſequences of ſuch a ſtep; he was for giving an ultimatum, and for this very plain reaſon, becauſe every thing that could be known on this ſubject by either party was already perfectly underſtood, but more particularly becauſe Mr. Pinckney informs us, the people of France entertain an opinion that we are divided;—which though true in ſome caſes, would put us on ſuch ground as to ſhew that on the true national points we were united to a man. Thoſe who oppoſe it on the ground of conceſſion, would do well firſt to ſhew that what we ought and are certainly willing to allow, can be ſo conſidered.

If this amendment ſhould be rejected, or at leaſt the ſpirit of it ſhould not be adopted, can it be expected that gentlemen who formerly oppoſed and diſapproved of the meaſures of adminiſtration, will ſacrifice their opinions, as has been inſinuated they ſhould; can it be expected that after the clamour which has been raiſed with the obvious intention to overawe us; after the Executive has been put up as a kind of ſhield to ſtand between us and the truth, and to protect their arguments and irritating meaſures from animadverſion, that we ſhould not rather be the more alarmed for ourſelves, and more fixed to ſuch meaſures as we are convinced are juſt; he had always ſpoken freely, and he would continue ſo to do, always preſerving due reſpect for others.

[To be continued.]

MONDAY, June 5.

The Journals of the Proceedings of Saturday having been read.

Mr. NICHOLAS ſuppoſed there was an omiſſion, as no mention was made of the reſolutions which had been bro't forward by the gentleman from South Carolina, after the doors had been cloſed, and which it had been determined were not of a nature to require ſecrecy.

Mr. W. SMITH ſaid the vote which had been taken only related to a part of what he had brought forward.

Mr. NICHOLAS ſaid he underſtood that the letter which he had produced was a private letter, and therefore it was not neceſſary to notice it.

Mr. GALLATIN obſerved that no diſtinction had been made. If the letter could be conſidered as part of the communication, it was alſo included in the vote, as it was ſimply that the communication did not require ſecrecy.

Mr. MACON thought the reſolutions ſtood upon the ſame ground as that upon which a motion is offered to the Houſe, upon which no deciſion was made, which was never recorded until it was taken up.

Mr. THATCHER concurred in opinion.

Mr. NICHOLAS was ſtill of opinion an entry ought to have been made in the Journals and moved to amend them.

The queſtion was put, and there appeared 41 votes in favour of it, and 41 againſt it, the Speaker decided it in in the negative.

The Houſe then reſolved itſelf into a committee of the whole on the ſtate of the Union, Mr. Dent in the Chair, and the ſpeech of the Preſident at the opening of the ſeſſion having been read,

Mr. W. SMITH ſaid he wiſhed to lay upon the table a number of reſolutions, which it appeared, if it ſhould not be found adviſable to carry the whole of them into effect, were at leaſt worthy of diſcuſſion. He did not, however, at preſent pledge himſelf to ſupport the whole: they were as follow: *See yeſterday's Gazette.*

The reſolutions having been read from the chair,

Mr. W. SMITH moved the firſt of them.

Mr. MACON wiſhed the gentleman from South Carolina to inform the committee whether he meant to repair all the fortifications, which had heretofore been contemplated.—Perhaps ſome might be neceſſary, but he thought, conſidering the preſent ſtate of our finances, few of them ought to be attended to. Much of the money already expended on this ſubject had been thrown away. He particularly mentioned New-York.

Mr. W. SMITH thought the gentleman han been long enough a member of that houſe to know, that when they were about to ſettle the principle of a thing, that it was not uſual to go into details. If the reſolution was agreed to, a committee would be appointed, who would report ſuch fortifications as it appeared to them neceſſary to be attended to, with an eſtimate of the expence, upon which the houſe would determine; or a ſum of money might be voted, and leave it to the Preſident to employ it as appeared to him beſt; but this was not the queſtion, but merely whether a farther ſum of money ſhould be voted for this object.

Mr. THATCHER thought they were not ripe for this ſubject, as they did not know what was the ſtate of the different fortifications. He thought as there were a number of propoſitions, in ſome degree connected, that it was deſirable that they ſhould be printed; he therefore moved that the committee might riſe to give time for this to be done.

Mr. GILES wiſhed the gentleman would reverſe his propoſitions, and let the one for raiſing money come firſt. He did not know whether they were prepared to meet this expence. He did not mean to oppoſe the preſent motion: he ſuppoſed it would paſs. But he thought they were about to be too precipitate in their meaſures. At a time when all Europe ſeemed to be tired of the war, and about to make peace, we ſeemed to be diſpoſed to ruſh into it. He did not believe that much good would be done by this ſyſtem of fortification. He did not think the United States were more ſecure now, than before they had a ſingle work of the kind. We have, ſaid he an extenſive ſea coaſt, and it was not to be expected that an enemy would chuſe to come to preciſely the place where a fortification ſtands. It was his opinion that the intereſts of the country would be ſerved, by letting this matter lie over till the next ſeſſion.

Mr. Williams obſerved that the ſenſe of the committee would be firſt taken upon the propriety of going into the meaſure ; if there was a majority in favor of it (and he could not doubt it) the matter would be referred to a ſelect committee, who would make their report upon it.

Mr. S. Smith was in favour of going into this meaſure ; for if the war continued in Europe, he thought it probable we might be drawn into it.

Mr. Swanwick ſhould not be oppoſed to the preſent motion, becauſe he agreed with the gentleman from Maryland, that whilſt the war continued in Europe there was a a probability of this country being drawn into the vortex. But he thought there was ſome weight alſo in the obſervation of the gentleman from Virginia, with reſpect to the ways and means ; becauſe if, after they ſhould agree to carry into effect certain meaſures, they ſhould diſagree about the means their time would have been ſpent to no purpoſe.

The queſtion was put and carried, there being 62 votes in favour of it.

Mr. W. Smith moved the ſecond Reſolution.

Mr. Nicholas wiſhed to know whether the proviſion already made for *completing* the three frigates was not ſufficient ?

Mr. W. Smith ſaid he had no information on the ſubject ; he had inſerted the word *completing* as well as *manning*, leſt there ſhould be any deficiency.

Mr. Otis was not prepared, in ſo rapid a way, to preſs reſolutions of this importance, without having them printed, or time to deliberate upon them. If he voted for theſe reſolutions, he ſhould conſider himſelf as pledged to carry them into effect. He therefore, hoped the committee would riſe.

Mr. Macon was oppoſed to this reſolution. He did not believe that ſeamen could be got to man the veſſels, as nearly four times the price was paid for ſeamen's wages that was paid when the law for building theſe veſſels paſſed.

Mr. Rutledge was in favor of the committee's riſing.

Mr. Nicholas had no objection to the committee's riſing, if gentlemen wiſhed it ; if ſo, he hoped the reſolution agreed to would be reported. He wiſhed the principle of the different reſolutions, however, to be ſettled in a committee of the whole.

Mr. Craik, Mr. Claiborn, Mr. Varnum, and Mr. Coit were in favor of the committee's riſing.

Mr. Swanwick thought it would be beſt that a committee ſhould be appointed to report on the buſineſs.

Mr. S. Smith ſaw no reaſon for the committee's riſing, becauſe if gentlemen were not prepared to vote upon this reſolution, they might go on to others. Tho' he ſhould vote in favour of this propoſition, he ſhould not hold himſelf bound to vote ultimately for the bill, if he diſliked it.

The motion for the committee to riſe was withdrawn, and afterwards renewed by Mr. M'Dowell, who alſo withdrew it, on a ſuggeſtion from Mr. Livingston that the reſolution would be leſs objectionable to run, "that a committee be appointed to enquire into the propriety of &c. and when the committee had the buſineſs referred to them, they could poſſeſs themſelves of all the neceſſary facts, and report them to the houſe.

Mr. Gallatin ſaid, if the queſtion was to determine the principle of manning the frigates, the reſolution ſtood right as it was ; but if it were not intended, by adopting this reſolution, to commit any man, but only to ſay, that they would take the buſineſs into conſideration, and if found uſeful and neceſſary, and funds were attainable, they would carry it into effect, then the amendment of the gentleman from New-York (Mr. Livingſton) would be proper. As to the committee's riſing, he could ſee no ground for it, as theſe propoſitions were not new they had had them before them for three weeks in the ſpeech of the Preſident ; of courſe, ſo far as related to the frigates, gentlemen muſt have formed an opinion, yet he agreed that it was deſirable to ſee ſome documents on the ſubject, before a decided affirmative or negative was given. He was therefore in favour of the Amendment for a committee to be appointed. He wiſhed all thoſe ſubjects which were of a doubtful nature to be thus determined. On the other hand, [illegible] ſe upon which members were ready to [illegible] at once, either by an acceptance or rejection, might be voted upon in the form in which they were introduced.

Mr. Parker read the motion which was entered into laſt year, and thought it would be a good model for the preſent.

Mr. W. Smith was of a different opinion: he thought the committee ſhould firſt decide the abſtract principle. He thought it would be wrong to refer to a ſelect committee a buſineſs in which every member was ſo intimately intereſted, and he doubted not gentlemen were ready to decide upon this abſtract queſtion. With regard to expenſe, he was of opinion, that if the ſituation of the country required it, that ſhould be no object. If gentlemen thought differently, they would of courſe negative the propoſition. Any information on the ſubject, could be got before the buſineſs was finiſhed. He thought they ſhould firſt ſay what were the neceſſary objects of expenſe, and then provide the money, which might be done by borrowing or by taxes. If there was a neceſſity for the expenſe, there was no doubt the money would be raiſed. If gentlemen were not prepared to diſcuſs the ſubject, he had no objection to the committee's riſing, and, in the Houſe, the Secretary at War, might be called upon for information.

Mr. Nicholas thought the queſtion was not fairly preſented. It was whether they ſhould man the frigates. But when they were called upon to determine this ; they ſhould know when they would be ready to receive the men. The probability was, that the frigates would not be ready to receive the men before the next ſeſſion of Congreſs.

Mr. Dayton (the ſpeaker) was in favour of the original propoſition. He wiſhed to provide for manning all the frigates which could be got ready before the next ſeſſion of Congreſs. He believed if they adopted this plan, unneceſſary delay would be prevented.

Mr. Parker was ready to vote for the propoſition of the gentleman from S. Carolina. He believed the frigate in Philadelphia, might be equipped, rigged and manned in three months. The only reaſon why he varied his motion was that he might include the next propoſition ; but he believed it would be better for them to ſtand ſeparate, as before he voted for the additional veſſels [illegible] to know how the means were to be got, and for what purpoſe they were to be uſed. The veſſel at Boſton, he ſaid, would not be ready ſo ſoon, but it would be in readineſs before the next meeting of Congreſs ; that at Baltimore would be in readineſs to receive her men in four months,

Mr S. Smith ſaid, the frigate building at Baltimore, would be launched on the 4th of July, and the equipments were in greater forwardneſs than thoſe for the frigate at Philadelphia.

Mr. Baldwin was againſt referring this propoſition to a ſelect committee. It would be deſirable, indeed, to know what the coſt of doing the buſineſs would be, but every one knew how little to be relied upon were eſtimates of this kind. He was ready to vote for manning of the frigates ; indeed, there was no queſtion upon which he was ſo ready to ſay *aye*, as upon this.

The queſtion was about to be put on Mr. Livingſton's motion, when

Mr. Varnum ſaid he thought the wording of the reſolution improper, as the word *compleating* would claſh with the act of laſt ſeſſion.

The queſtion was put and negatived, 50 to 34.

Mr. Macon wiſhed the frigates to be completed, but not manned, he therefore moved to ſtrike out the words "and manning."

The queſtion was put and negatived—there being only 24 votes in favor of it.

Mr. Giles moved to ſtrike out the word "completing;" but, after ſome converſation, the motion was withdrawn, and the original reſolution was carried.

The third propoſition next came under conſideration.

Mr. Nicholas hoped the gentleman who introduced this motion would tell them for what purpoſe theſe additional veſſels were wanted. He ſuppoſed this reſolution to be connected with the next, and if ſo, he thought they ſhould be conſidered together. What, he aſked, were to be the inſtructions given to the commanders of theſe veſſels ? He thought it a very embarraſſing buſineſs, and one that would certainly lead to war; nay, indeed, the thing ſeemed to be a war operation in itſelf.

Mr. W. Smith wiſhed the gentleman had made his enquiries before. They would have come more properly when the frigates were under conſideration, as the ſame objection would lie againſt both ; as the next reſolution had no more connection with this than with that already agreed to The gentleman ſeemed to have let go the opportunity of calling upon him ; as, however, he did not wiſh to evade his call, (tho' he was not willing to ſay he would himſelf vote for the meaſure) he would ſay, that it appeared to him, from the preſent ſtate of the commerce of this country, to be neceſſary to provide convoys for our veſſels These veſſels might not, indeed, be employed as a regular convoy, but partly confined to the coaſts and harbours. This was a ſeparate queſtion ; or it might be left to the executive to employ them as he might ſee proper. He was not, however, ready to give an opinion on the ſubject. He roſe principally to remark upon what had fallen from the gentleman laſt up, as to employing a convoy being an act of war He owned he had not looked deeply into the ſubject at preſent, but he recollected in our treaty with Sweden, there was a ſtipulation, that when both powers were neutral, they ſhould protect each other's commerce.

Mr. Giles thought this a very extraordinary meaſure. He called the attention of the committee to the critical ſituation of Europe, and thought, before they went into any expenſive operations, they ſhould wait the iſſue of the negociation, eſpecially as he ſuppoſed it was probable a full ſeſſion might be neceſſary. It had been ſaid ſeveral of the ports in the Weſt Indies were in a blockaded and rebellious ſtate. He did not ſuppoſe it was the intention of the committee, by means of a convoy, to preſs a trade to thoſe ports ; this would be a certain means of provoking war. He thought they ought to make a pauſe —as it was probable that in leſs than four months from this time they might again be in ſeſſion, and, in the mean while, the affairs of Europe might have taken ſuch a turn as to do away the neceſſity of going into hoſtile meaſures.

Mr. Nicholas expected the gentleman from South Carolina would have acknowledged that the two reſolutions were connected. Indeed he muſt have intended theſe veſſels to be employed in this way, or ſuch a reſolution would not have been introduced. With reſpect to Sweden's treaty for a reciprocal convoy, there was ſome ground for it, as there was a difference betwixt the northern powers of Europe as to the principle of free ſhips making free goods—but where there was no difference as to principle, no ſuch thing could take place.

Mr. Gallatin ſaid the preſent reſolution was certainly in ſome degree connected with the next. It was underſtood that the purchaſing of frigates and ſloops of war was for the purpoſe of convoying our trade. Under the preſent circumſtances of this country he ſhould be oppoſed to this propoſition ; not that he denied the right of neutral powers to afford convoys to their merchants' veſſels ; but becauſe under preſent circumſtances it was impolitic to adopt the meaſure, not only for the reaſons urged by the gentleman from Virginia, but on account of our ſituation with reſpect to France at the preſent moment. By our treaty with France enemy property was to be reſpected on board American veſſels, and certain articles uſed in the building of ſhips were exempted from the liſt of contraband ; the Preſident would of courſe be obliged to give orders to have our veſſels protected in this ſituation, and who could not ſee that this would be the ſource of war ? And if the convoy were not to be employed to enforce theſe two privileges, he did not ſee what uſe it could be of. He knew that depredations without number had been committed in the Weſt-Indies ; but he was led to believe they were done by pirates rather than by any other veſſels. But ſuppoſe it were practicable to diſtinguiſh betwixt piratical and regular captures, yet, he muſt confeſs, he would not be for running the riſk of a rupture, by ſending out armed veſſels to conteſt the point, eſpecially when we have reaſon to believe that theſe attacks are unauthorized by the French Government

Mr. G. thought it would be neceſſary to extend our navy in caſe of war only ; and were this unhappily to be our ſituation, veſſels might eaſily be purchaſed without delay : but whilſt we were at peace, he did not think the advantages which could be derived from a convoy, would be a ſufficient inducement to go into the meaſure. Beſides he was induced by another motive to give this propoſition his negative. He knew the depredations on our commerce had been great ; but he did not look up on this loſs as fallen only upon merchants. There was not an individual who did not bear a part of it. For inſtance, if a merchant paid 10 or 15 per cent. additional upon his cargo, he will put a proportionably high price upon his commodities, which muſt eventually be paid by the conſumer. Therefore, ſo far as an argument might be drawn from this circumſtance, it became a queſtion of expediency, and he thought it would be granted that the loſs to individuals would be leſs in this way than if they had to ſupport a navy to protect our trade.

Mr. W. Smith acknowledged there was conſiderable weight in the arguments of the gentleman from Pennſylvania, though he did not find ſufficient to induce him to change his opinion. The gentleman from Virginia had endeavoured to ſhew that as there was no difference of opinion as to principle betwixt France and this country, the regulations entered into with Sweden did not apply ; whilſt the gentleman from Pennſylvania had produced arguments to ſhew that we were in that ſituation. With reſpect to the treaty articles in diſpute, it would be an eaſy matter, Mr. S. ſaid, for the Preſident to give the commanders of our veſſels proper inſtructions on that head. And would any gentleman ſay it was not right to defend our veſſels againſt pirates ? Would not the French ſay, if they were applied to for redreſs, "You knew theſe were pirates, why did you not defend yourſelves againſt them ?" The expenſe, which ſeems ſo much to alarm gentlemen, ſhould be put out of the queſtion, ſaid he : if your property is unjuſtly attacked, will you defend it ?

But it was ſaid the loſs did not fall upon the merchant, but upon the conſumer. Mr S. aſſerted it fell upon the country ; and ſo far from the expenſe of the propoſed armament being equal to the loſs ſuſtained by captures, it would not, in his opinion, be a tenth part of the amount ; for whatever the plunderers got, this country loſt. Mr. S. ſaid he had made a rough calculation of what would be the expenſe of three frigates of 36 guns, and 6 ſloops of war of 16 guns, and found it to be 926,000 dollars, including the equipment and manning for one year.

But, ſaid Mr. S. does not the farmer ſuffer by theſe ſpoliations ? He certainly does ; for, if the merchant was obliged to pay an extravagant inſurance, he would give the leſs for the farmer's produce ; but, added he, the expenſe of the frigates, will be no loſs to the country, as, if they coſt a million of dollars, the whole will be paid to our own citizens, every article uſed in the building of theſe veſſels being the produce of the United States.

But gentlemen complain of our impatience in the buſineſs ; he thought the wrongs we had ſuffered ſufficient to rouſe our reſentment. It was alſo ſaid, that there was a probability of peace, and why go on with this expence ? But he might as well ſay, there was no probability of peace. One ſuppoſition would ſtand againſt the other. Indeed, who knew that the Czar of Ruſſia would not join the coalition againſt France. A hope of peace, therefore, was not a ſufficiently ſtable ground upon which to calculate. We muſt, ſaid he, either interdict all trade, ſuffer merchants veſſels to arm, or go into the meaſure propoſed.

But it was ſaid that France had declared certain Britiſh ports in the Weſt Indies blockaded and in a ſtate of rebellion, and therefore, we muſt not trade with them, but he did not know why our veſſels ſhould be ſubject to be taken, and our ſeamen to be hung, becauſe they choſe to make theſe declarations. Declarations, which he truſted this country would never acknowledge.

What, ſaid Mr. S. will be the conſequence of negociating without taking any meaſure of defence ? It will put it in the power of France to make requiſitions on us to any amount ſhe pleaſes, ſhe may ſpin out the negociation, by throwing difficulties in the way of it ; ſhe may take all our veſſels ; and, when ſhe has drained us of all our wealth, it will be ſaid, *we muſt ſubmit.*—Where will then be your privateers ? Your veſſels are taken, and your ſeamen gone !

The gentleman from Pennſylvania admitted the right of neutral powers to convoy their veſſels : That gentleman put the matter upon the expediency of the thing, which was the true ground upon which he wiſhed to have it diſcuſſed.

Mr. Giles ſaid the gentleman from South Carolina talked of defenſive meaſures, but his plans were offenſive. That gentleman had undertaken to doubt the right of France to declare her ports, Rebel ports. Was this defenſive ? Every nation had this right. It was not long ſince Great Britain exerciſed it againſt us. Yet, aided by a convoy, he wiſhed to puſh our trade to theſe ports. This would not only be hazarding the peace of the country, but taking the direct road to war.

Mr. Baldwin ſaid, in all their determinations, with reſpect to a naval force, however great the emergency, it had always been determined to build, rather than to purchaſe veſſels, and he ſaw no reaſon from departing from this mode, in the preſent inſtance.

After ſome objections from Mr. W. Smith to the building plan, which he ſaid would take three or four years to furniſh the propoſed veſſels, whereas merchants veſſels might be immediately purchaſed, which would anſwer the purpoſe of ſmall frigates, the Committee roſe, reported the two reſolutions, which the Houſe took up and agreed to, and Committees were appointed to report upon them by bill or otherwiſe.

A meſſage was received from the Senate, with two bills which had paſſed that Houſe, viz. a bill for prohibiting for a limited time, the exportation of arms and ammunition, and encouraging the importation thereof ; and a bill to prevent citizens of the United States from privateering againſt nations in amity with, or againſt citizens of the United States. Both which were twice read, and committed to Committees of the Whole to-morrow. Adjourned.

The Gazette.

PHILADELPHIA,

TUESDAY EVENING, JUNE 6, 1797.

The brig Mary, Capt. Ward, arrived at New York. left the Texel the 29th March,—there lay 23 ſail of French and Dutch men of war ready for ſea ; there was that day off the Texel 21 ſail of Engliſh men of war, cruizing within 3 leagues of the land.

The 4th of April, in the Streights of Dover, was brot too and boarded by a Engliſh frigate, treated with politeneſs and ordered to proceed on the voyage, lat. 46, lon. 20, 00.

April 13, was brot too and boarded by a French ſhip of 16 guns, after a chaſe of 28 hours—took the Captain and two hands on board, examined the papers, and found them to be agreeable to an act of the Convencion of France ; treated them with politeneſs, and detained them two hours, and then ordered them to proceed on their voyage. The Commanding Officer told Cap. Ward that he ſhould take every American veſſel bound to or from America, whoſe papers were not arranged agreeable to the act of the Convention.

April 11, the ſame ſhip captured the brig Juno, Capt. Walker, and ſhip Charlotte, both ſailed in company from Charleſton, the brig was bound to Hamburg, the ſhip to Bremen, and ſent them into Breſt—the Captains and crews was on board the ſhip, priſoners at large. They told Captain Ward the reaſon of their ſending the two veſſels into France, was for want of the great ſeals of the United States, and of the Convention of France, being on their certificates of the liſt of men belonging to their veſſels—all veſſels that are not manned with real ſubjects of the United States, are ſubject to be ſent into France and confiſcated.

May 11, long. 55, W. lat. 42, 30, N. ſpoke the ſnow Dublin Packet, of and for New York, from Havre-de-Grace, out 96 days, loſt her main boom.

May 26, ſpoke brig American Hero, of and from N. York, bound to Cadiz, all well.

Appointments by authority.

The Preſident of the U States, by and with the advice and conſent of the Senate, has appointed

CHARLES C. PINCKNEY, of S. Carolina,
FRANCIS DANA, of Maſſachuſetts,
JOHN MARSHALL, of Virginia,
Envoys Extraordinary and Miniſters Plenipotentiary to the Republic of France.

COMMUNICATION.

The people approve of the government—a great majority of the Repreſentatives of the people in Congreſs, after three weeks oppoſition on the part of the oppoſers of the adminiſtration, have ſolemnly aſſured the Preſident of the United States, that they "believe that the conduct of the government has been juſt and impartial towards foreign nations." In this ſtate of things, the Executive is maligned by the tools of a foreign faction, becauſe men are appointed on a miſſion to France who are known to be attached to the government and its adminiſtration. Maligned—Nay, charged with the infamous deſign of involving the country in war, while profeſſing to be friends of peace ! It is impoſſible that the machinations of this faction ſhould deceive the people. Such deteſtable inſinuations muſt be ſpurned with horror. We truſt the practice of nurturing an oppoſition to our Government by appointing to office ſecret or open enemies to the Conſtitution, will never be adopted. At the preſent moment this is the game the faction is playing—The Government, equally with the People, muſt deſire peace ; it is not poſſible always to command it—every meaſure will moſt aſſuredly be adopted that is conſiſtent with the honor, rights, duties and intereſt of the country, to enſure the invaluable bleſſing. But to ſend perſons of equivocal characters, or ſuch as from their predilection for France would ſacrifice the Independence of the United States, will never take place.

PRICES OF STOCKS.

PHILADELPHIA, MAY 22.

6 per Cent.	16/10
Deferred 6 per Cent.	12/9 à 13/
5½ per Cent.	
4½ per Cent.	
3 per Cent.	10/3 á 6
BANK SHARES.	
Bank United States,	18 á 20 per cent. advance.
Pennſylvania,	25 á 27 1-2
North America,	47½ 50
INSURANCE COMPANY SHARES.	
I. C. of N. A.	35 à 37 ½ per cent. advance.
Pennſylvania,	at par.

New-York, June 5.

ARRIVED.		DAYS.
Brig Dublin Packet, Clay,	*Havre-de-Grace*	69
Iphigenia, Thompſon,	*New-Orleans*	20
Love, Orchglad,	*Nantz*	60
Sch'r Mary and Eleanor, Patterſon,	*Halifax*	20
Americana, Bell,	*Wilmington,*	6
Fair Trader, Oſborn,	*N. Carolina*	5
Sloop Brimo, Burr,	*Charleſton*	8

Captain Oſborn, laſt Thurſday, in lat. 37, 8, *ſailed twice round a brig or ſhip, bottom upwards, but could not diſcover her name; ſhe had a hole cut in her bottom large enough for the admiſſion of a man—her ſtern painted blue.*

The D, Foreſter, from London to New-York, is taken and carried into Morlaix.

Captain Thompſon, in lat. 39, *was boarded bp the Thetis, captain Cochran, company with the Topaz, on a cruize. Off the Coxcombs, was boarded by a Spaniſh* 44, *in company with two others.*

The ſhip Sally of New Bedford from Hamburg to Havre de Grace, about the firſt of March, was ſtranded near the harbor of Oſtend : the captain, wife and child, with the crew loſt: Part of the cargo ſaved after the Sale.

The Commiſſioners

FOR carrying into effect the ſixth article of the treaty of amity, commerce and navigation, concluded between his Britannic majeſty and the United States of America, on the 19th day of November, 1794, having this day conſtituted their Board,—purſuant and agreeably to the ſaid treaty, do hereby give notice, that they are ready to proceed to buſineſs accordingly ; and they deſire that all claims under the ſaid article (which ſo far as the ſame deſcribes the caſes thereby provided for, is hereunto annexed) may be lodged with their Secretary without delay.

They further deſire that all ſuch claims may not only ſtate in what manner the ſeveral caſes come within the deſcription of the ſaid article, but alſo eſpecially ſet forth the nature of the evidence by which the claimants reſpectively undertake to ſubſtantiate the ſame.

Extract from the ſaid article,

"Whereas it is alledged by divers Britiſh merchants, and others his majeſty's ſubjects, that debts to a conſiderable amount, which were bona fide contracted, before the peace, ſtill remain owing to them by citizens or inhabitants of the United States ; and that by the operation of various lawful impediments, ſince the peace, not only the full recovery of the ſaid debts has been delayed, but alſo the value and ſecurity thereof have been in ſeveral inſtances impaired and leſſened, ſo that by the ordinary courſe of judicial proceedings, the Britiſh creditors cannot now obtain and actually have and receive full and adequate compenſation for the loſſes and damages which they have thereby ſuſtained : It is agreed that in all ſuch caſes where full compenſation for ſuch loſſes and damages cannot for whatever reaſon be actually obtained, had and received by the ſaid creditors in the ordinary courſe of juſtice, the United States will make full and complete compenſation for the ſame to the ſaid creditors : but it is diſtinctly underſtood, that this proviſion is to extend to ſuch loſſes only as have been occaſioned by the lawful impediments aforeſaid, and is not to extend to loſſes occaſioned by ſuch inſolvency of the debtors or other cauſes, as would equally have operated to produce ſuch loſs, if the ſaid impediments had not exiſted ; nor to ſuch loſſes or damages as have been occaſioned by the manifeſt delay, or negligence, or wilful omiſſion of the claimant."

By order of the Board,
GRIFFITH EVANS,
Secretary.

Philadelphia, Commiſſioners' Office,
No. 3 ſouth Sixth-ſtreet, May 29,
1797. J 6—ʒtm

NOTICE.

THE partnerſhip of William Young, John Mills, and John Mills, jun. Bookſellers and Stationers, under the firm of W. Young, Mills and Son, is this diſſolved by mutual conſent. All perſons indebted to the copartnerſhip are requeſted to make payment to William Young, and thoſe having demands are deſired to produce their accounts for ſettlement.

William Young,
John Mills,
John Mills, jun.

Philadelphia, June 6th, 1797.

W. YOUNG

Continues the bookſelling and ſtationary buſineſs at the uſual place, wholeſale and retail, where he has now a very large aſſortment of

Writing and Printing Papers and Books,

Of which catalogues with the prices affixed are delivered gratis.

Wanted,

A perſon well qualified in the bookſelling and ſtationary buſineſs. Applications will be received till the firſt July next, at No. 58, ſouth Second-ſtreet, corner of Cheſnut-ſtreet.

June 6. d7p

Juſt publiſhed,

By J. Ormrod, No. 41, Cheſnut-ſtreet, and to be had of the other Bookſellers alſo,

An Addreſs to the Graduates in Medicine :

Delivered at a Medical Commencement in the Univerſity of Pennſylvania, held May 12th, 1797. By John Andrews, D. D. Vice-Provoſt.

June 6. eo3p

For Freight or Charter,

THE

Brig Fame,

FRANCIS KNOX, Maſter ;

A ſtrong, excellent veſſel, has been juſt ſheathed and ready to receive a cargo. She will carry 2 000 barrels, has good accommodations for paſſengers.

Apply to

Capt. Knox, or to
Kearny Wharton.

June 6. 6o

An elegant Houſe in Arch-ſtreet.

TO be let and entered on immediately, a large and elegant Houſe at the corner of Arch and Ninth-ſtreet. There are two drawing rooms and one dining room —the largeſt is 31 feet by 26 —and two are ſo connected by folding doors as to make but one. Alſo, five bed rooms, beſide five in the garret, well finiſhed for ſervants. There are ſtables and a coach houſe, with every convenience for a family. Enquire at No. 29, in North Seventh ſtreet, or at No. 218, Arch-ſtreet.

Alſo to be rented for the ſummer ſeaſon, a ſmall neat houſe and garden about 3 1-2 miles from the city, with ſtables and coach houſe, Enquire as above.

June 6. eawgw

LAILSON'S CIRCUS,

South Fifth-Street.

The Public are reſpectfully informed that The Performances at the NEW CIRCUS THIS EVENING, June 6, Will begin by a Grand Parade of Equeſtrian Performers of both ſexes.

AND

A grand diſplay of Horſemanſhip, and other different exerciſes, by the troop of Equeſtrian Performers, Tumblers, Dancers. After which will be preſented, (never performed in America)

Pierre de Provence,

And the BEAUTIFUL MAGUELONE.

An heroical, hiſtorical Pantomine, in three acts, with new dreſſes, military evolutions, battles, &c. and three new ſcenes painted by M. Perouany. It will be terminated by a grand tournament, in which ſix combats will be fought with the ſabre, the war axe, the ſword and the dagger.

Box, one dollar. Pit, half a dollar.

The doors will be opened at half paſt five o'clock, and the performances begin preciſely at ſeven.

N. B. No perſon can be admitted in the centre of the Circus, which is excluſively appropriated to the Equeſtrian Exerciſes.

No perſon can be admitted without a ticket, which will ſerve for the day only.

Days of performance, Tueſday, Thurſday, and Saturday.

☞ Mr. Lailſon wiſhes to take a couple of apprentices, of a genteel family, from ten to fifteen years of age, to whom he will teach the Equeſtrian art, and every thing which belongs to his buſineſs.

Lancaſter, Harriſburgh, Carliſle, Shippenſburg and Sunbury

STAGES.

THE public are requeſted to take notice, that the partnerſhip which has for ſome time ſubſiſted between Mathias Slough of Lancaſter, and William Geer, is now diſſolved : but, not as M. Slough inſinuates to the public without juſt cauſe ; as will more fully appear by a letter on the ſubject from M. Slough to W. Geer, dated the 29th December laſt, a recital of which is not now deemed neceſſary. Any gentleman who wiſhes to be more circumſtantially informed of the merits of this buſineſs, by applying to W. Geer may have the peruſal of M. Slough's letter, and then can be at full liberty to determine whether or not W. Geer is not perfectly juſtifiable in attaching himſelf to any other perſon in the proſecution of the Stage conveyance from Philadelphia to Shippenſburg, or any other place.

Now from the liberal and generous ſupport the public were pleaſed to confer on the firſt effort in this buſineſs, William Geer, in conjunction with Meſſrs. Reily, Weed and Witmer, is determined to proſecute and carry it on, with every care, attention and diſpatch that a zeal to oblige the public can poſſibly exert.

The above company, who are amply provided with carriages, horſes, and every appurtenance to render the paſſage ſafe and commodious, inform thoſe who wiſh to patronize and encourage the undertaking, that they can take their ſeats at George Weed's, the ſign of the White Horſe, Market Street, Philadelphia, on every Monday and Friday, to proceed to Lancaſter, Harriſburg, Carliſle and Shippenſburg. The fare as hitherto eſtabliſhed.

For the further accommodation of the public, a Stage will ſtart every Wedneſday from the houſe of Samuel Elder, in Harriſburg, arrive at Sunbury in Northumberland county, every Thurſday, and return from thence and arrive at Harriſburg every Saturday, ſo that paſſengers deſtined for Lancaſter or Philadelphia, may proceed on Mondays.

WILLIAM GEER.

Lancaſter, Jan. 27, 1797.

N. B. This Line of Stages ſtarts from the houſe of William Ferree, in Lancaſter, on every Tueſday and Saturday morning at 6 o'clock, proceeding to the weſtward ; and from the houſe of Mr. Samuel Elder in Harriſburg every Wedneſday morning, on the ſame evening arrives at Patrick Cochran's in Shippenſburg, and returns from thence on every Thurſday : performing the ſame routine daily as in its tour from Philadelphia. mwf

Propoſals

For carrying MAILS of the United States on the following Poſt Roads, will be received at the General Poſt-Office, in Philadelphia, until the 31ſt day of July next, incluſive.

MAINE.

1. From Brewer's or Scoodic by Machias, Chandler's river and Columbia, to Narraguagus once a week.

Leave Brewer's every Saturday at 2 P M, and arrive at Narraguagus the next Tueſday by 6 P M—*Returning*, leave Narraguagus every Wedneſday at 6 A M, and arrive at Brewer's the next Saturday by 10 A M.

2. From Narraguagus by Gouldſborough, Sullivan, Trenton, Bluehill, Cuſtine, Penobſcot, Buckſton, Frankfort, Proſpect and Belfaſt to Duck-Trap once a week.

Leave Narraguagus every Wedneſday by 6 A M. and arrive at Duck Trap the next Saturday by 10 A M. *Returning.* Leave Duck Trap every Saturday by 2 P M and arrive at Narraguagus the next Tueſday by 6 P M

3. From Duck Trap by Camden, Thomaſton, Warren, Waldoborough, Newcaſtle, Wiſcaſſet, Bath, Brunſwick, Freeport and North Yarmouth to Portland once a week.

Leave Duck Trap every Saturday by 2 P M, and arrive at Portland the next Tueſday by 6 P M. *Returning.* Leave Portland every Wedneſday by 6 A M, and arrive at Duck Trap the next Saturday by 10 A M.

4. From Portland by Biddeford, Welles and York, to Portſmouth.

April 15 to October 15. Leave Portland every Monday, Wedneſday and Friday by 6 A M, and arrive at Portſmouth the ſame days by 6 P M. *Returning.* Leave Portſmouth every Monday, Wedneſday and Friday at 9 P M, and arrive at Portland on the next day by 6. P M.

October 15 to April 15. Leave Portland every Monday and Thurſday at 6 A M, and arrive at Portſmouth on Tueſday and Friday by 10 A M. *Returning.* Leave Portſmouth every Tueſday and Friday at 1 P M, and arrive at Portland every Wedneſday and Saturday at 5 P M.

5. From Portland by North-Yarmouth, Freeport, Brunſwick, Bath, Wiſcaſſet, Dreſden, Pittſton and Hallowell Hook to Hallowell court houſe, once a week.

Leave Portland every Friday at 8 A. M, and arrive at Hallowell court-houſe the next Saturday by 7 P M. *Returning.* Leave Hallowell court-houſe every Wedneſday by 5 A M, and arrive at Portland on Thurſday by 6 P M.

6. From Wiſcaſſet by Dreſden, Pittſton, Hallowell Hook, Hallowell court-houſe, Winthrop, Monmouth, Green, New-Glouceſter and Gray to Portland once a week.

Leave Portland every Monday by 6 A M, and arrive at Wiſcaſſet on Wedneſday noon. *Returning.* Leave Wiſcaſſet on Wedneſday at 3 P M, and arrive at Portland on Friday by 6 P M.

7. From Hallowell Hook by Vaſſalborough, Fort Halifax, Winſlow, Fairfield and Canaan to Norridgewok once a week.

Leave Hallowell Hook every Wedneſday at 11 A M, and arrive at Norridgewock on Thurſday by 6 P M. *Returning.* Leave Norridgewock on Monday at 2 P M, and arrive at Hallowell Hook on Tueſday by 6 P M.

8. From Hallowell Hook to Farmington on Sandy river once in two weeks.

Leave Hallowell Hook every other Wedneſday by 8 A M, and arrive at Farmington by 6 P M. *Returning.* Leave Farmington every other Thurſday at 8 A M, and arrive at Hallowell Hook by 6 P M.

9. From Portland by Falmouth, Gorham, Buxton, Standiſh, Limerick, Parſonfield, Shapleigh and Lebanon to Berwick, once in two weeks.

Leave Portland every other Monday at 8 A M, and arrive at Berwick on Wedneſday by noon.

Leave Berwick every other Wedneſday at 2 P M, and arrive at Portland on Friday by 6 P M.

10. From Standiſh by Flintſtown, Fryburg academy, Conway and Tamworth to Sandwich in New Hampſhire once in two weeks.

Leave Standiſh every other Tueſday by 8 A M, and arrive at Sandwich on Wedneſday by 6 PM. *Returning.* Leave Sandwich every other Thurſday at 8 A M, and arrive at Standiſh on Friday by 6 P M.

11. From Wells by Waterboro', Sanford, Doughty's Falls, Berwick and Dover, to Portſmouth once a week.

Leave Wells every Tueſday by 6 A M, and arrive at Portſmouth on Wedneſday by 10 A M. *Returning.* Leave Portſmouth every Wedneſday by 2 P M, and arrive at Wells next Thurſday by 6 P M.

NEW-HAMPSHIRE.

12. From Portſmouth by Dover, Rocheſter and Moultonborough to Plymouth, returning by New-Hampton, Meredith, Gilmantown, Nottingham and Durham to Portſmouth once in two weeks.

Leave Portſmouth every other Wedneſday by 8 A M, and arrive at Plymouth the next Friday by 6 P M. *Returning.* Receive the mail at Plymouth every other Saturday by 8 A M, and return to Portſmouth the next Tueſday by 4 P M.

Note. "The poſt is to go and return on this route alternately."

13. From Portſmouth by Exeter, Cheſter, Londonderry, Amherſt, Peterborough and Marlborough to Keene, once a week.

Leave Portſmouth every Thurſday by 8 A M, arrive at Exeter by one P M, at Cheſter by 6 P M, and at Keene on Saturday by 4 P M. *Returning.* Leave Keene every Monday by 8 A M, arrive at Cheſter on Tueſday by 4 P M, at Exeter on Wedneſday by 9 A M, and at Portſmouth by 4 P M.

14. From Concord by Plymouth to Haverhill, once a week.

Leave Concord every Monday by 6 A M, arrive at Plymouth on Tueſday by 3 P M, and at Haverhill on Wedneſday by 4 P M. *Returning.* Leave Haverhill every Thurſday by 8 A M, arrive at Plymouth on Friday by 9 A M, and at Concord on Saturday by 4 P M.

15. From Exeter to Hampton Falls, three times a week from April 15 to October 15, and twice a week from October 15 to April 15.

Leave Hampton falls in one hour after the arrival after the arrival of the mail from Boſton, and deliver it at Exeter in two hours, remain at Exeter two hours and return to Hampton Falls in ſix hours from the time of leaving it.

MASSACHUSETTS.

16. From Newburyport, Haverhill, Kingſton, Exeter, New Market and Durham to Dover once a week.

Leave Newburyport every Monday by 10 A M, arrive at Dover on Wedneſday by noon. *Returning.* Leave Dover on Wedneſday by 3 P M, and arrive at Newburyport on Friday by 3 P M.

17. From Salem to Glouceſter once a week.

Leave Glouceſter every Wedneſday by 7 A M, and arrive at Salem by 11 A M. *Returning.* Leave Salem every Wedneſday by 1 P M, and arrive at Glouceſter by 6 P M.

Note. Should this mail be carried in a ſtage it is to be carried as often as the ſtage runs, the hours deſired to be ſtated in the propoſals.

18. From Salem to Marblehead three times a week. Leave Salem every Monday, Wedneſday, and Friday immediately after the arrival of the mail from Boſton, and deliver it at Marblehead in one hour and a half, leave Marblehead in one hour and a half and return to Salem in two hours.

19 From Boſton by Andover, Haverhill and Cheſter to Concord in New Hampſhire once a week.

Leave Concord every Monday by 6 A M, arrive at Cheſter by 2 P M, and arrive at Boſton on Tueſday by 4 P M. *Returning.* Leave Boſton every Friday by 9 A M, arrive at Cheſter on Saturday by 11 A M, and arrive at Concord on Saturday by 6 P M.

20. From Boſton by Concord, Lancaſter, Leominſter and Aſhburnham to Marlborough, Keene and Walpole in New Hampſhire.

Leave Boſton every Wedneſday and Saturday by 6 A M, and arrive at Leominſter by 7 P M.

Leave Leominſter every Thurſday by 6 A M, arrive at Keene by 9 PM, & at Walpole on Friday by 10 A M. *Returning.* Leave Walpole every Saturday or Sunday by 5 A M, arrive at Keene by 9 A M, and at Leominſter in the evening. Leave Leominſter every Monday and Thurſday by 6 A M and arrive at Boſton by 6 P M.

21. From Boſton by Quincey, Hingham, Hanover, Plymouth, Sandwich, Barnſtable, Yarmouth, Dennis, Harwich and Chatham to Truro once a week

Leave Boſton every Thurſday by 3 P M, arrive at Sandwich on Friday by 6 P M, and at Truro the next Sunday by 6 A M. *Returning.* Leave Truro every monday by 8 A M, arrive at Sandwich on Tueſday by 7 P M, and at Boſton on Thurſday by 10 A M.

22. From Sandwich by Falmouth and Holmes Hole to Edgartown once a week

Leave Sandwich every Saturday by 1 P M, and arrive at Edgarton on monday by 11 A M. *Returning.* Leave Edgarton on monday by 2 P M, and arrive at Sandwich on Tueſday by noon.

23. From Boſton by Sharon, Mansfield, Norton and Taunton to Newport once a week.

Leave Boſton every Monday by 6 A M, and arrive at Newport by 6 P M, on Tueſday. *Returning.* Leave Newport every Wedneſday by 8 A M, and arrive at Boſton on Thurſday by 6 P M.

24. From Boſton by Charleſton, Medford, Woburn, Billerica, Chelmsford and Tyngboroegh to amherſt once a week.

Leave Boſton every Thurſday by 10 A M, and arrive at amherſt the next Saturday noon. *Returning.* Leave amherſt every monday noon, and arrive at Boſton on Wedneſday by 3 P M.

25. From Boſton by Raynham, Bridgewater, Randolph and Taunton to New Bedford.

From May 1 to November 1. Leave Boſton every monday, wedneſday and Friday at 10 P M, arrive at Taunton the next day by 11 A M, and at New Bedford by 8 P M. *Returning.* Leave New Bedford every Sunday, Tueſday and Thurſday by 10 P M, arrive at Taunton the next day by 11 A M, and at Boſton by 8 P M

From November 1 to may 1. Leave Boſton every wedneſday and Friday at 9 A M, arrive at Taunton by 8 P M, and at New Bedford on Thurſday & Saturday by 8 P M. Returning. Leave New Bedford every monday and wedneſday by 9 A M. arrive at Taunton by 8 P M, and at Boſton on Tueſday and thurſday by 7 P M.

26. From New Bedford to Nantucket, twice a week from November 1 to May 1. Leave New Bedford every Friday and Monday by 6 A M, arrive at Nantucket in the evening. Leave Nantucket every Saturday and Tueſday by 10 A M, and arrive at New Bedford in the evening.

From may 1 to November 1. Leave New Bedford every monday, wedneſday and Friday by 10 A M, and arrive at Nantucket in the evening. Returning. Leave Nantucket every Tue day, Thurſday and Saturday at 8 A M, and arrive at New Bedford in the evening; winds and tide permitting.

27. From Taunton by Dighton and Somerſet to warren once a week.

Leave Taunton every wedneſday by 5 A M, and arrive at warren by 10 A M. Leave warren by 1 P M, and arrive at Taunton by 6 P M.

28. From Boſton by Dedham, Providence, Plainfield, Norwich, New London, Saybrook, Killingworth, Guilford and New Haven to New York three times a week.

From may 1 to November 1. Leave Boſton every Tueſday, Thurſday and Saturday by 10 A M, arrive at Providence by 6 P M, arrive at Norwich on wedneſday, Friday and monday by noon, at New London by 3 P M, arrive at New Haven on Thurſday, Saturday and Tueſday by noon, at Stanford by 9 P M, and at New York on Friday, monday and wedneſday by noon. Returning. Leave New York every Tueſday, Thurſday and Saturday by 10 A M, arrive at New Haven on wedneſday, Friday and monday by 2 P M, at Norwich on Thurſday, Saturday and Tueſday by noon, at Providence by 8 P M, and at Boſton on Friday, Monday and wedneſday by 1 P M.

November 1 to may 1. Leave Boſton every Tueſday, Thurſday and Saturday by 9 A M, arrive at providence the next days by 9 A M, at New London every Thurſday, Saturday and Tueſday by noon, at New Haven on Friday, Monday and wedneſday by 3 P M, at Stratford by 8 P M, and arrive at New York on Monday, wedneſday and Friday by 11 A M. Returning. Leave New York every Saturday, Tueſday and Thurſday by 11 A M, arrive at Stratford the next days by 8 P M, at New Haven on Tueſday, Thurſday and Saturday by 9 A M, at New London on wedneſday, Friday and monday by 3 P M, at providence, Thurſday, Saturday and Tueſday by 4 P M, at Boſton on Friday, monday and wedneſday by 3 P M.

29. From Boſton by Dedham, mendon, pomfret and Tolland to Hartford once a week.

Leave Boſton every Thurſday by 7 A M, arrive at Hartford the next Saturday by 6 P M. Returning. Leave Hartford every monday by 8 A M, and arrive at Boſton on wedneſday by 5 P M.

30. From New Bedford to Newport once a week.

Leave New Bedford every Thurſday by 6 A M, and arrive at Newport by 4 P M. Leave Newport every Friday by 8 A M, and arrive at New Bedford by 5 P M.

31. From woaceſter by Rutland, peterſham and Northfield to Brattleborough once a week.

Leave worceſter every Tueſday by 1 P M. and arrive at Brattleborongh on wedneſday by 6 P M. Returning. Leave Brattleborough every Thurſday by 6 A M, and arrive at worceſter on Friday noon.

32. From Brookfield by Belchertown, Northampton, worthington, pittsfield and New Lebanon to albany

Leave Brookfield every Tueſday and Friday by 9 A M, arrive at Northampton by 6 P M. Leave Northampton every wedneſday and Saturday at 5 A M, arrive at pittsfield by 1 P M, and at albany on Thurſday and monday by 7 P M. Returniug. Leave Albany every wedneſday and Saturday at 5 A M, arrive at pittsfield by 5 P M, at Northampton on Thurſday and Monday by 7 P M, and arrive at Brookfield on Friday and Tueſday by 4 P M.

33. From Springfield by Weſtfield and Stockbridge to Kinderhook once a week.

May 1 to November 1. Leave Springfield every Tueſday by 3 P M, arrive at Kinderhook on Thurſday by 6 P M. Returning. Leave Kinderhook every Friday by 9 A M, arrive at Stockbridge by 3 P M. Leave Stockbridge on monday by 6 A M, and arrive at Springfield by 7 P M.

November 1 to may 1. Leave Springfield every wedneſday at 6 A M, and arrive at Kinderhook on Thurſday by 2 P M. Returning. Leave Kinderhook on Thurſday by 4 P M, arrive at Stockbridge on Friday noon. Leave Stockbridge every Tueſday at 6 A M, and arrive at Springfield by 7 P M.

34. From Suffield by Weſt Springfield, Northampton, Greenfield, Brattleborough, Weſtminſter, Walpole, Charleſtown and Windſor to Hanover twice a week.

Leave Suffield every Tueſday and Friday at A M, arrive at Northampton by 1 P M, at Walpole on Wedneſday and Saturday by 5 P M, at Windſor on Monday and Thurſday by 2 P M, and at Hanover by 7 P M. Returning. Leave Hanover every Tueſday and Friday by 6 A M, arrive at Windſor by 1 P M, at Walpole on Wedneſday and Saturday by 7 P M, and at Northampton on Thurſday and Monday by noon, and at Suffield by 7 P M.

35. From Hanover by Orford and Haverhill, to Newbury once a week.

Leave Hanover every Wedneſday by 6 A M, arrive at Haverhill by 4 P M, and at Newbury by 6 P M. Returning. Leave Newbury every Thurſday by 6 A M, arrive at Haverhill by 8 A M, and at Hanover by 6 P M.

VERMONT.

36. From Windſor, by Royalſton, Randolph, Williamſton and Montpelier to Burlington once in two weeks.

Leave Windſor every other Thurſday by 6 A M, and arrive at Burlington the next Saturday by 6 P M. Returning. Leave Burlington every other Monday by 6 A M, and arrive at Windſor on Wedneſday by 6 P M

37. From Windſor to Rutland once a week.

Leave Rutland every Monday by 7 A M, and arrive at Windſor on Tueſday by 6 P M. Returning. Leave Windſor every Wedneſday by 6 A M, and arrive at Rutland on Thurſday by 6 P M.

38. From Burlington by Vergennes and Middlebury to Rutland once a week.

Leave Burlington every Thurſday by 8 A M, and arrive at Rutland on Saturday by 6 P M. Returning. Leave Rutland every Monday by 8 A M. and arrive at Burlington on Wedneſday noon.

39. From Rutland by Mancheſter, Bennington, Lanſingburg and Troy to Albany.

Leave Rutland every Monday at 8 A M, and arrive at Albany the next Wedneſday by 6 P M. Returning. Leave Albany every Thurſday by 8 A M, and arrive at Bennington by 7 P M. Leave Bennington on Friday by 8 A M, and arrive at Rutland on Saturday by 7 P M.

RHODE-ISLAND.

40. From Providence by Briſtol and Warren to Newport.

Leave Providence every Monday, Wedneſday and Friday by 7 A M, and arrive at Newport the ſame days by 5 P M. Returning. Leave Newport every Tueſday, Thurſday and Saturday by 8 A M, and arrive at Providence by 4 P M.

41. From Providence by Eaſt Greenwich, Newport, South Kingſton, Weſterly and Stonington Point to New London once a week.

Leave Providence every Tueſday by 8 A M, and arrive at Newport by 6 P M, leave Newport every Wedneſday by 6 A M, and arrive at New London on Thurſday by noon. Returning. Leave New London on Thurſday by 3 P M, and arrive at Newport on Friday by 6 P M, leave Newport on Monday by 7 A M, and arrive at Providence by 5 P M.

CONNECTICUT.

42. From Hartford by Windham to Norwich once a week.

Leave Hartford every Tueſday by 6 A M, and arrive at Norwich by 7 P M. Returning. Leave Norwich every Monday by 6 A M, and arrive at Hartford by 7 P M.

43. From Hartford by Middletown, Modus Landing and Colcheſter to New-London, once a week.

Leave Hartford every Tueſday at 1 P M, and arrive at New London on Wedneſday by 7 P M. Returning. Leave New London every Thurſday by 11 A M, and arrive at Hartford on Friday by 7 P M.

44. From Hartford by New Hartford, Canaan, Sheffield and Hillſdale to Hudſon once a week

Leave Hartford every Monday at 2 P M, and arrive at Hudſon on Wedneſday by 11 A M. Returning. Leave Hudſon every Wedneſday at 2 P M, and arrive at Hartford on Friday by 11 A M.

45. From Hartford by Litchfield, New Milford, Newtown, Danbury and Ridgefield to New York once a week.

Leave Hartford every Monday by 10 A M, arrive at Litchfield by 7 P M, at New Milford on Tueſday by 11 A M, and at New York on Thurſday by 8 A M. Returnrng. Leave New York every Thurſday by 4 P M, arrive at New Milford on Saturday noon, at Litchfield by 7 P M, and at Hartford on Monday by 8 A M.

46. From New-Haven by Derby, Southbury, Woodbury, Bethlem, Litchfield and Goſhen, to Canaan, once a week.

Leave Canaan every Monday noon, arrive at Litchfield by 7 P M, and at New Haven on Wedneſday by 10 A M. Leave New Haven every Wedneſday by 2 P M, arrive at Litchfield on Thurſday noon, and at Canaan by 7 P M.

47. From New York by White Plains, Bedford, Fredericktown, Dover, Sharon, Sheffield, Great Barrington, Stockbridge, Pittsfield and Williamſton to Bennington

Leave New York every Monday, Wedneſday and Friday at 5 A M, the next Wedneſday, Friday and Monday at 6 P M. Returning. Leave Bennington every Thurſday, Saturday and Tueſday by 5 A M, and arrive at New York the next Saturday, Tueſday and Thurſday by 6 P M.

If the ſtages run but once a week on this route the mail is to leave New York every Monday at 5 A M, arrive at Bennington on Wedneſday by 6 P M. Leave Bennington on Thurſday by 5 A M, and arrive at New York on Saturday by 6 P M.

48. From New York by Yonkers, Peekſkill, Fiſhkill, Poughkeepſie, Rhinebeck, Redhook, Clermont, Hudſon, Claverac and Kinderhook to Albany three times a week.

Leave New York every Monday Wedneſday and Friday by 2 P M, arrive at Tarrytown by 8 P M. Leave Tarrytown every Tueſday, Thurſday and Saturday at 5 A M, arrive at Poughkeepſie by 7 P M. Leave Poughkeepſie Wedneſday, Friday and Sunday by 5 A M, arrive at Kinderhook by 7 P M. Leave Kinderhook every Thurſday, Saturday and Monday, at 5 A M, and arrive at Albany by 8 A M. Returning. Leave Albany Thurſday, Saturday and Monday by 3 P M, arrive at Kinderhook by 7 P M. Leave Kinderhook Friday, Sunday and Tueſday, at 5 A M, arrive at Poughkeepſie by 7 P M. Leave Poughkeepſie Saturday, Monday and Wedneſday, at 5 A M, arrive at Tarrytown by 7 P M. Leave Tarrytown every Sunday, Tueſday and Thurſday, at 5 A M, arrive at New York at 11 A M.

49. From Albany by Troy and Lanſingburgh, to Salem, once a week.

Leave Albany every Tueſday at 8 A M, arrive at Lanſingburgh by 10 A M, and at Salem by 4 P M. Returning. Leave Salem every Monday, by 8 A M, and arrive at Albany by 5 P M.

50. From Salem by Granville, Fairhaven, Vergennes, Baſon-Harbour, Willſboro', Peru and Plattsburgh, to Champlain-town, once in two weeks.

Leave Salem every other Wedneſday by 5 A M, and arrive at Plattſburgh the next Sunday by 5 P M. Returning. Leave Plattſburgh every other Monday at 8 A M, and arrive at Salem the next Friday by 4 P M.

51. From Lanſingburgh by Waterford, Stillwater, Fort Edward, Whitehall landing and Fairhaven, to Rutland, in Vermont.

Leave Lanſingburgh every Thurſday by noon, and arrive at Rutland the next Saturday by 6 P M. Returning. Leave Rutland every Monday by noon, and arrive at Lanſingburgh on Thurſday by 10 A M.

52. From Albany by Schenectady, Tripes Hill, Conajoharry, German Flatts, Old Fort Schuyler and Whiteſtown to Rome. *The times deſired to be ſtated in the propoſals.*

53. From Schenectady by Balltown Springs and Glenſbridge to Sandy Hill once a week.

Leave Schenectady every Tueſday by 6 A M. and arrive at Sandy Hill by 4 P M. Leave Sandy Hill on Wedneſday by 6 A M, and arrive at Schenectady by 4 P M.

54. From Tripeſhill to Johnſton once a week.

Leave Tripeſhill in one hour after the mail arrives from Albany on Tueſday, arrive at Johnſton in two hours, ſtay at Johnſton two hours, and return to Tripeſhill in two hours.

55. From Conajoharry by Cherry Valley to Cooperſtown twice a week.

Leave Conajoharry every Wedneſday and Saturday at 6 A M, and arrive at Cooperſtown by 2 P M. Leave Cooperſtown every Tueſday and Friday by 10 A M, and arrive at Conajoharry by 6 P M.

56. From Cooperſtown by Butternuts and Oxford to Union once in two weeks.

Leave Union every other Monday by 10 A M, and arrive at Cooperſtown on Wedneſday by 5 P M. Returning. Leave Cooperſtown every other Thurſday by 6 A M, and arrive at Union on Saturday by 3 P M.

57. From Old Fort Schuyler by Cincinnatus to Oxford Academy once in two weeks.

Leave Old Fort Schuyler every other Thurſday by 6 A M, and arrive at Oxford on Friday noon. Returning. Leave Oxford every other Friday by 2 P M, and arrive at Old Fort Schuyler on Saturday by 7 P M.

58 From Rome by to Rotterdam once in two weeks.

Leave Rome every other Thurſdry by 10 A M, and arrive at Rotterdam by 6 P M. Returning. Leave Rotterdam every other Friday by 9 A M, and arrive at Rome by 6 P M.

59. From Rome by Oneida, Onondaigua, Scipio and Geneva to Kanandaigua once a week.

Leave Rome every Thurſday by 10 A M, and arrive at Kanandaigua the next Monday by 6 A M. Leave Kanandaigua every Monday by 10 A M, and arrive at Rome the next Thurſday by 8 A M.

60. From Kanandaigua by Hartford to Niagara once in two weeks.

Leave Kanandaigua every other Monday by 10 A M, and arrive at Niagara the next Wedneſday by 7 P M. Returning. Leave Niagara every other Friday by 6 A M, and arrive at Kanandaigua the next Monday by 6 A M.

61. From Rhinebeck by Kingſton, Shawangunk, Wardſbridge, Goſhen, Hamburg, Newtown, Hackettſtown and Morriſtown to Newark, to return from Morriſtown by Booneton, Rockaway and Sparta to Newtown once a week.

Leave Rhinebeck every Friday by 5 A M, arrive at Goſhen on Saturday at 7 A M, at Newtown by 7 P M, at Hackettſtown and Morriſtown on Sunday, and at Newark on Monday by 10 A M. Returning. Leave Newark every Monday by 2 P M, arrive at Booneton and Rockaway on Tueſday, at Newtown by 7 P M, at Goſhen on Wedneſday at 5 P M, and at Rhinebeck on Thurſday by 9 P M.

62. From New York by Hackenſack, Paramus, New Antrim and Cheſter to Goſhen once a week.

Leave New York every Friday at 7 A M, and arrive at Goſhen on Saturday by 6 P M. Returning. Leave Goſhen every Tueſday at 6 A M, and arrive at New York on Wedneſday by 6 P M.

63. From Fiſhkill by Newburg and New Windſor to Goſhen once a week.

Leave Fiſhkill every Wedneſday by 7 A M, and arrive at Goſhen by 5 P M. Leave Goſhen every Tueſday at 7 A M, and arrive at Fiſhkill by 5 P M.

64. From New York by Jamaica, Huntington, Smithtown, Brookhaven, Suffolk, Southampton & Bridgehampton to Sagharbour once a week.

Leave New York every Thurſday at 10 A M, and arrive at Sagharbour the next Saturday by 6 P M. Leave Sagharbour every Monday at 8 A M, and arrive at New York on Wedneſday by 5 P M.

NEW-JERSEY.

65. From Woodbridge to Amboy three times a week.

Leave Woodbridge every Monday, Wedneſday & Friday at 8 A M, and arrive at Amboy by 9 A M. Leave Amboy at noon and arrive at Woodbridge by 1 P M.

66. From Trenton by Allentown, Monmouth court-houſe, Shrewſbury, Middletown Point, Spotſwood, New Brunſwick, Somerſet, New Germanton, Pittſton and Flemington to Trenton once a week.

Leave Trenton every Tueſday by 10 A M, and return to Trenton the next Tueſday by 6 A M.

67. From Philadelphia by Taunton and Atſion to Tuckerton once in two weeks.

Leave Philadelphia every other Wedneſday by 3 P M, arrive at Tuckerton on Thurſday by 6 P M. Leave Tuckerton every other Tueſday by 6 A M, and arrive at Philadelphia on Wedneſday by 9 A M.

68. From Philadelphia by Woodbury, Swedeſborough, Woodſtown and Salem to Bridgetown once a week.

Leave Philadelphia every Wedneſday afternoon by 3 o'clock, and arrive at Bridgetown on Friday by 2 P M. Leave Bridgetown on Saturday at 8 A M, and arrive at Philadelphia on Wedneſday at 9 A M.

69. From Philadelphia by Jenkintown, Plumſtead and Pipers by Bethlehem to Eaſton once a week.

Leave Philadelphia every Wedneſday by 10 A M, and arrive at Eaſton on Thurſday by 2 P M. Returning. Leave Eaſton every Monday at 9 A M, and arrive at Philadelphia on Tueſday by 3 P M.

70. From Plumſtead by Pipers and Alexandria to Pittſton once a week.

Leave Plumſtead every Thurſday by 5 A M, arrive at Pittſton by 11 A M. Leave Pittſton by 1 P M, and arrive at Plumſtead by 7 P M.

71. From Eaſton to Wilkeſbarre once a week.

Leave Eaſton every Thurſday by 3 P M, and arrive at Wilkeſbarre on Saturday noon. Returning. Leave Wilkeſbarrre every Tueſday noon, and arrive at Eaſton every Thurſday by noon.

72. From Philadelphia by Norriſtown, Trap, Pottſgrove, Reading, Lebanon and Harriſburg to Carliſle.

October 15 to April 15. Leave Philadelphia every Tueſday and Thurſday at ſunſet, arrive at Reading every Thurſday and Saturday at 4 P M. Leave Reading every Friday at 8 A M, arrive at Carliſle every Sunday by 11 A M. Returning Leave Carliſle every Sunday by 2 P M, arrive at Reading on Tueſday by 4 P M, leave Reading every Wedneſday and Monday by 8 A M, and arrive at Philadelphia on Thurſday and Tueſday by 4 P M.

April 15, to October 15. Leave Philadelphia every Wedneſday and Friday at 8 A M, arrive at Reading on Thurſday and Saturday by 11 A M. Leave Reading every Thurſday noon, and arrive at Carliſle the next Saturday by 11 A M. Returning. Leave Carliſle every Monday noon, arrive at Reading on Tueſday by 7 P M. Leave Reading every Wedneſday and Monday at 8 A M, and arrive at Philadelphia on Thurſday and Tueſday by 9 A M

73. From Reading by Hamburg, Sunbury and Northumberland to Louiſburg once a week.

Leave Reading every Friday at 6 A M, and arrive at Louiſburg on Monday by 10 A M. Returning. Leave Louiſburg every Tueſday noon, and arrive at Reading on Thurſday by 4 P M.

74. From Harriſburg by Peterſburg, Millerſtown, Thompſontown, Miſſlintown, Louiſtown, Huntingdon, Alexandria, Centre Furnace, Belle Fount, Mileſburg, Aaronſburg, Mifflinburg, Louiſburg, Northumberland, Sunbury and Halifax to Harriſburg once in two weeks.

Leave Harriſburg every Saturday by 6 A M, waiting at each poſt-office which ſhall be eſtabliſhed on the route, two hours, and return again to Harriſburg the next Monday by 8 A M.

75, From Somerſet by Connellſville to Union once a week.

Leave Pittſburg every Friday noon and arrive at Wheeling on Saturday by noon. Returning. Leave Wheeling every Thurſday by 9 A M, and arrive at Pittſburg on Saturday by 10 A M.

75. Leave Somerſet every Thurſday by 5 A. M. arrive at Union by 4 P. M. Leave Union every Friday by 8 A M and arrive at Somerſet by 7 P. M.

76. From Pittſburg by Cannonſburg, Waſhington and Weſt Liberty to Wheeling once a week.

77 From Preſton by Waſhington to Cincinnati once a week.

Leave Preſton every Friday at noon, arrive at Waſhington by 8 P M, and at Cincinnati the next Monday noon. Returning. Leave Cincinnati every Tueſday at 6 A M, and arrive at Waſhington on Wedneſday by 5 P M. Leave Waſhington at 9 P M, and arrive at Preſton on Friday by 11½ A M.

KENTUCKY.

78 From Waſhington by Springfield, Bourbon, Lexington, Frankfort and Harrodſburg to Danville once a week.

Leave Waſhington every Saturday by 8 A M, and arrive at Danville the next Monday by 5 P M. Returning. Leave Danville every Tueſday by 8 A M, and arrive at Lexington on Wedneſday noon, and at Waſhington on Thurſday by 6 P M.

79. From Danville to Louiſville by Beardſtown once in two weeks.

Leave Danville every other Tueſday by noon, arrive at Louiſville the next Thurſday by 3 P M. Returning. Leave Louiſville every other Friday by 6 A M, and arrive at Danville on Saturday by 6 P M

80. From Danville by Stamford and Cumberland Gap to Moffat's ſtore in Tenneſſee once a week.

Leave Danville every Monday at 2 P M. and arrive at Moffat's ſtore the next Thurſday by 6 P M. Leave Moffat's ſtore every Friday by 6 A M, and arrive at Danville on Monday by 10 A M.

TENNESSEE.

81. From Knoxville by South Weſt Point and Fort Blount and Craig Fort to Naſhville once in two weeks.

Leave Knoxville every other Tueſday by 8 A M, and arrive at Naſhville the next Monday by 9 A M. Returning. Leave Naſhville every other Monday by 3 P M, and arrive at Knoxville the next Saturday by 8 P M.

MARYLAND AND VIRGINIA.

82. From Baltimore by Ellicot's Lower Mills, Montgomery Court Houſe, Charleſburg, Leeſburg, Middleburg and Warrenton to Culpeper, C. H. once a week.

Leave Baltimore every Monday noon, arrive at Leeſburg on Tueſday evening, and at Culpeper Court Houſe the next Thurſday noon. Returning. Leave Culpeper Court Houſe every Friday noon and arrive at Baltimore the next Monday by 9 A M.

83. From Allen's Freſh by Ludlow's Ferry to Port Conway in Virginia once in two weeks,

Leave Allen's Freſh every other Monday by 6 A M, and arrive at Port Conway by 6 P M. Returning. Leave Port Conway every other Tueſday by 8 A M, and arrive at Allen's Freſh by 7 P M.

84. From Morgantown by Petty John to to Clarkſbury once in two weeks.

Leave Morgantown every other Monday by 5 A M. and arrive at Clarkſburg by 5 P M. Returning. Leave Clarkſburg every other Tueſday by 8 A M, and arrive at Morgantown by 8 P M.

85. From Todds to King and Queen, C. H. once a week.

Leave Todds every Thurſday by 9 A M, arrive at King and Queen by 11 A M Leave King and Queen at 1 P M, and arrive at Todds by 6 P M.

86. From Halifax by Danville to Caſwell court-houſe once in two weeks.

Leave Halifax court-houſe every other Tueſday by 2 P M, arrive at Caſwell court houſe the next Wedneſday by 6 P M. Returning. Leave Caſwell C. H. every other Thurſday by 6 A M, and arrive at Halifax court-houſe on Friday by noon.

87. From Peterſburgh by Suſſex court houſe and Southampton court houſe to South Quay, once in two weeks.

Leave Peterſburg every other Wedneſday by 6 A M and arrive at South Quay on Thurſday by 6 P M. Returning. Leave South Quay every other Monday by 6 A M and arrive at Peterſburg on Tueſday by 3 P M.

NORTH-CAROLINA, &c

88. From Newbern to Beaufort and Swanſboro' once in two weeks, the mail to go alternately.

Leave Newbern every other Thurſday by 6 A M, remain at each of the offices two hours, and return to Newbern the next

89. From Wilmington by Georgetown to Charleſton, once a week.

Leave Wilmington every Monday by 6 A M and arrive at Charleſton the next Thurſday by 10 A M. Leave Charleſton every Thurſday by 3 P M and arrive at Wilmington the next Sunday by 5 P M.

90 From Norfolk by Kempſville, Great Bridge and North Weſt River Bridge to Joneſboro', once in two weeks.

Leave Norfolk every other Wedneſday at 9 A M and arrive at Joneſboro' on Thurſday by 7 P M. Returning. Leave Joneſboro' every other Monday by 10 A M and arrive at Norfolk on Tueſday by 6 P M.

91 From North Weſt River Bridge by New Lebanon to Elizabeth city, once in two weeks.

Leave North Weſt River Bridge every other Friday by 6 A M add arrive at Elizabeth city by 6 P M. Leave Elizabeth city every other Saturday by 6 A M, and arrive at N. W. river bridge by 6 P M.

92. From Salem, N. C. by Bethania, Flower Gap Grayſoncourt-houſe and Auſtinville to Wythe court-houſe once in two weeks.

Leave Salem every other Saturday by 6 A M, and arrive at Wythe c. h. the next Mon. by 6 P M. Leave Wythe court-houſe every other Tueſday by 9 A M, and arrive at Salem the next Thurſday by 6 P M.

93. From Murfreeſboro' by South Quay to Suffolk once a week.

From Murfreeſboro' every Wedneſday by 6 A M, arrive at Suffolk by 6 P M. Returning. Leave Suffolk every Tueſday by 6 A M, and arrive at Murfreeſboro' by 6 P M.

94. From Fayetteville to Pittſburg once in two weeks.

Leave Fayetteville every other Wedneſday by 6 A M, and arrive at Pittſburg on Thurſday at 10 A M. Leave Pittſburg every other Thurſday by 2 P M, and arrive at Fayetteville on Friday by 6 P M.

GEORGIA AND SOUTH-CAROLINA.

95. From Auguſta by Robinſon at the White Ponds and Gillets mills to Cooſahatchy, once a week.

Leave Auguſta every Tueſday by 8 A M and arrive at Cooſahatchy on Wedneſday by 7 P M. Returning. Leave Cooſahatchy every Sunday at 6 A M and arrive at Auguſta on Monday by 5 P M.

96. From Georgetown to Rocky Landing in Georgia, once in two weeks.

Leave Georgetown every other Monday at 6 A M, and arrive at Rocky Landing at 5 P M. Returning. Leave Rocky Landing every other Tueſday by 6 A M and arrive at Georgetown by 6 PM.

Note 1. The Poſt Maſter General may alter the times of arrival and departure at any time during the continuance of the contracts, be previouſly ſtipulating an adequate compenſation for any extra expenſe that may be occaſioned thereby.

Note 2. Half an hour ſhall be allowed for opening and cloſing the Mail at all offices where no particular time is ſpecified.

Note 3. For every hour's delay (unavoidable accidents excepted) in arriving after the times preſcribed in any contract, the Contractor ſhall forfeit one dollar, and if the delay continue until the departure of any depending Mail, whereby the Mails deſtined for ſuch depending Mail, loſe a trip, an additional forfeiture of five dollars ſhall be incurred.

Note 4. Newſpapers as well as Letters are to be ſent in the Mails; and if any perſon making propoſals deſires to carry newſpapers other than thoſe conveyed in the mail, for his own emolument, he muſt ſtate in his propoſals for what ſum he will carry it with that emolument and for what ſum without that emolument.

Note 5. Should any perſon making propoſals deſire an alteration of the times of arrival and departure above ſpecified, he muſt ſtate in his propoſals the alterations deſired, and the difference they will make in the terms of his contract.

Note 6. Perſons making propoſals are deſired to ſtate their prices by the year. Thoſe who contract will receive their pay quarterly. in the m[illegible] of January, April, July and October.

Note 7 The contracts are to be in operation on the firſt day of October next, and continue for four years, until the firſt of October 1801—excepting contracts for the routes No. 8, 9, 10, 31, 36, 50, 51, 57, 60, 74, 76, 77, 80, 81, 83, 84. 87, 90, 91, 92, 96—which are to continue for two years until the 1ſt of October, 1799.

JOSEPH HABERSHAM,
Poſt Maſter General.

General Poſt-Office, Philadelphia,
May 27th, 1797.

June 1. 2awtJ31

JOHN CRAIG

HAS juſt imported from Rotterdam, via St. Thomas, and for ſale on reaſonable terms by the package,

Platillas Royal
Haerlem and German linens
Rouens
Poſt and Pro Patria Paper
Wafers
Quills
Oziers for Hoops, in Bundles
Coffee Bags

He has alſo for Sale,

Beſt Red Clover Seed
Old Madeira Wine, fit for immediate uſe
Teneriffe Wine of firſt and ſecond Quality
Coffee in Bags and Hogſheads
Jamaica Spirits
Connecticut Turpentine Soap
Window Glaſs
Two Trunks of beſt Patent, Silk and Cotton Hoſiery

April 18. 4aw

Spaniſh Language.

WANTED, a perſon well qualified to tranſlate Spaniſh papers and documents into the Engliſh language. Such a one who can produce unexceptionable recommendations, and is deſirous of immediate employment, will pleaſe to make application in writing at the office of the Commiſſioners for carrying into effect the twenty-firſt article of the treaty of friendſhip, limits and navigation, between his Catholic majeſty and the United States of America,— during office hours, or at the office of PETER LOHRA, Sec'y.

Philadelphia, June 1. 2—3p